



CALIFORNIA TRANSPORTATION COMMISSION
Adoption of 1998 STIP Fund Estimate

Resolution No. G-98-02

- 1.1 WHEREAS Chapter 622 of the Statutes of 1997 (SB 45, Kopp) made major changes in the State's transportation programming process, including reducing the period of the biennial State Transportation Improvement Program (STIP) from seven years to four years and calling for a six-year transitional 1998 STIP, and
- 1.2 WHEREAS Government Code Section 14529.15, as added by SB 45, includes a statement of Legislative intent that the 1998 STIP conform with the requirements of SB 45 to the maximum degree feasible, taking into account the limited time allowed between enactment of the bill and adoption of the 1998 STIP, and
- 1.3 WHEREAS Government Code Sections 14524 and 14525 call for Caltrans to submit, and for the Commission to adopt, the 1998 STIP Fund Estimate and provide it to the transportation planning agencies and county transportation commissions by January 5, 1998, and
- 1.4 WHEREAS Government Code Sections 14524 and 14525 call for the STIP Fund Estimate to include an estimate of all state and federal funds reasonably expected to be available for the 1998 STIP, including the amount that may be programmed in each county for regional improvement programs, and
- 1.5 WHEREAS Caltrans first presented a pre-SB 45 draft 1998 STIP Fund Estimate to the Commission and regional agencies in a workshop held by the Commission in Sacramento on September 3, 1997, and
- 1.6 WHEREAS the pre-SB 45 draft 1998 STIP Fund Estimate took into account the FY 1997-98 Budget Act, which was signed by the Governor on August 18, 1997, and the resolution of the toll bridge seismic retrofit funding issue, which was enacted in Chapter 327, Statutes of 1997 (SB 60, Kopp), signed by the Governor on August 20, 1997, and

- 1.7 WHEREAS the Commission considered and approved changes to the pre-SB 45 draft Fund Estimate at its meeting of September 18, 1997, and
- 1.8 WHEREAS Caltrans presented a preliminary look at a revised 1998 STIP Fund Estimate, taking the effects of SB 45 into account, at the Commission's October 30, 1997 workshop in Fresno on the implementation of SB 45, and
- 1.9 WHEREAS Caltrans presented its revised draft 1998 STIP Fund Estimate at the Commission's meeting of December 9, 1997, and
- 1.10 WHEREAS the Caltrans draft 1998 Fund Estimate is generally consistent with the requirements of Government Code Section 14524, as amended by SB 45, and
- 1.11 WHEREAS the Commission has considered the assumptions and information in the draft 1998 STIP Fund Estimate, which include projections of revenue for state and federal transportation funds, the agreement on the funding of the State toll bridge seismic retrofit work, the outlook for non-capital expenditures approved annually in the State Budget, existing capital project commitments from the 1996 STIP as amended, and the needs and requirements for funding other parts of the state transportation program including the State Highway Operating and Protection Program (SHOPP),
- 2.0 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission hereby adopts the 1998 STIP Fund Estimate, as updated by Caltrans at the Commission's January 15 meeting, with county shares revised to include current STIP amendments and votes, and
- 2.1 BE IT FURTHER RESOLVED that the Commission requests that Caltrans, in cooperation with Commission staff, distribute copies of the 1998 STIP Fund Estimate, including updated estimates of county and interregional shares, to each regional agency and county transportation commission.

1998

**STATE TRANSPORTATION IMPROVEMENT
PROGRAM**

FUND ESTIMATE

**Adopted by
California Transportation Commission
January 15, 1998**

**Prepared by
Department Of Transportation
Business, Transportation And Housing Agency**

INTERNET ADDRESS: <http://www.dot.ca.gov/hq/TransPrg/ctcliaison.htm>

1998

STATE TRANSPORTATION IMPROVEMENT PROGRAM

FUND ESTIMATE

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EXECUTIVE SUMMARY

As California races to keep its lead on the world economic racetrack, it will draw on almost \$22 billion in various funds over the next six years to build, maintain, rehabilitate and subsidize the state transportation system for an increasingly competitive new century.

Fueled by this year's broad-based economic recovery, the money will be available to California for a wide variety of projects in building a seamless, intermodal transportation system for a new age--a smooth and solid roadbed for keeping the state's economic engine in high gear.

An estimated \$4.6 billion in new funds, all of it from the State Highway Account (SHA), is projected to drive the 1998 State Transportation Improvement Program (STIP), the multi-year programming document used to fund new projects. This is in addition to \$3.7 billion already committed to state highway projects.

In addition to the \$4.6 billion in new funds from the SHA, another \$5.1 billion will be available for the rehabilitation of the transportation system, as well as improvements in safety and operations. Maintenance has a call on \$4.1 billion, while \$4.3 billion is set aside for assisting local transportation projects. The balance of funds, \$3.7 billion, is committed to already programmed STIP work.

The estimate of funds reflects new changes in programming based upon Senate Bill (SB) 45 (Chapter 622/97), which initially shifts the STIP from a seven-year document to a six-year document, and ultimately changes the time frame to four years. Senate Bill 45, which will be discussed more fully in the Introduction of this document, makes significant changes in the formula for funding state and local transportation work. In fact, SB 45 made necessary this revised fund estimate. Impacts of related legislation, SB 60 (Chapter 327/97), which provides a new funding solution for the seismic retrofitting of the state's toll bridges, and SB 226 (Chapter 328/97), which transferred authority over the Bay Area Toll Accounts to a new Authority, are also addressed in this STIP Fund Estimate (FE).

Other impacts to this FE include: changes made per the California Transportation Commission's (CTC) direction to modify assumptions to the 1998 STIP FE previously adopted in September 1997, the Federal Transportation Act extension, and more current information regarding capital project schedules.

As the table on the next page outlines, total funds available for new programming breaks down as follows: \$4.6 billion from the SHA; \$5 million from the Aeronautics Account; and \$8 million from the Toll Bridge Account. The Public Transportation Account has no new programming, in fact a deficit of \$37 million exists.

**AVAILABLE FOR PROGRAMMING
SIX-YEAR STIP TOTALS ***

(\$ in millions)

	<u>Funds Available</u>	<u>Current Commitments</u>	<u>Available for Programming</u>
State Highway Account	\$8,310	\$3,687	\$4,623
Public Transportation Account	754	791	(37)
Aeronautics Account	25	20	5
Toll Bridges:			
• San Diego/Coronado Bridge	20	15	5
• Vincent Thomas Bridge	4	1	3

* The table does not reflect \$378 million available for programming from the Clean Air and Transportation Bond Account (Proposition 116).

INTRODUCTION

The Department of Transportation (Caltrans) is required by Government Code Sections 14524 and 14525 to develop a State Transportation Improvement Program (STIP) Fund Estimate (FE). The purpose of the estimate is to provide an annual estimate of all Federal and State funds reasonably expected to be available for programming in the subsequent STIP. Statutes require the FE to be used to prepare the STIP.

A STIP FE was adopted, with modifications to the underlying assumptions, at the September 1997 CTC meeting. However, subsequent legislation, specifically SB 45, required development of a revised STIP FE.

Senate Bill 45 was signed into law by Governor Wilson in October 1997. The law significantly changed the methodology for developing the STIP FE. Senate Bill 45 also changed the STIP from a seven-year program to a four-year program but required adoption of a "transition" six-year STIP in 1998. The 1998 STIP FE is therefore structured for six years to accommodate the 1998 six-year transition STIP. The CTC must adopt the 1998 STIP FE by January 5, 1998.

For subsequent FEs, the due dates for adoption of the FE and STIP revert to the previous schedule. Caltrans is required to present a proposed FE by July 15, and final adoption by the CTC by August 15, of each odd numbered year. The CTC is required to adopt a STIP by April of the year following the adoption of the FE.

This 1998 STIP FE was developed to comply with SB 45. In addition to the changes prescribed by SB 45, this FE reflects other recent changes: the assumptions modified by the CTC to the previously adopted (September 1997) 1998 STIP FE; updated assumptions pertaining to SB 60 (the toll bridge seismic retrofit funding solution), SB 226 and the Federal Transportation Act extension; and more current information regarding capital project schedules.

Senate Bill 45 Modifications to the STIP Fund Estimate Process

- Simplifies the transportation funding process by consolidating various transportation programs listed below into two programs: Interregional Improvement Program (IIP) and Regional Improvement Program (RIP). The types of projects which were previously funded through these programs may now compete for funding as part of the STIP. Projects that were programmed in the 1996 STIP will continue to be funded and will be "grandfathered" into the 1998 STIP. The consolidated programs include:

State-Local Transportation Partnership Program (SLTPP)
Transit Capital Improvement (TCI) program
Flexible Congestion Relief (FCR) program

Commuter and Urban Rail (CUR) transit program

Mass transit guideway program

Retrofit soundwalls program

Traffic Systems Management (TSM) Program.

State matching funds for the Federal Regional Surface Transportation Program (RSTP) and the Congestion Mitigation and Air Quality (CMAQ) Program.

- Requires that available STIP funds be split 25 percent for the IIP and 75 percent for the RIP.
- Requires that funds available for new programming include both capital costs and the associated capital outlay support (COS) costs. The FE makes no assumptions regarding the level of COS necessary to deliver new projects.
- Retitles the Transportation Planning and Development (TP&D) Account to the Public Transportation Account (PTA) and redefines distribution of revenue from that Account. The changes in how PTA resources are distributed involves taking funding for the State Transit Assistance (STA) program “off the top,” which in turn reduces the funds available for TCI-type projects.
- Requires Caltrans to be responsible for the planning, design, construction (including construction management and inspection), maintenance, and operation of the State Highway System (SHS). Costs for ongoing state operations are taken “off the top” in calculating the amount available for new programming.
- Requires Caltrans to develop a ten-year state rehabilitation plan for all state highways and bridges owned by the state. The plan must include the retrofitting of bridges, be submitted to the Governor and Legislature no later than May 1, 1998, and be updated biennially thereafter. Six years of the plan are reflected in the 1998 STIP FE.
- Although SB 45 does not address Transportation Enhancement Activities (TEA), reservations for the TEA have been eliminated in the STIP FE. This is consistent with the intent of SB 45. Transportation Enhancement Activities projects will be nominated and programmed as an amendment to the 1998 STIP through a separate bidding process.

CTC's Changes to the Adopted September 1997 STIP FE Assumptions

This 1998 STIP FE also reflects the modifications to the underlying assumptions that the CTC made at its September 1997 meeting. The modifications are:

- For the State Highway Account:

Adopt a more aggressive growth assumption for truck weight fee revenues at 2.2 percent annually through the FE period. The prior FE reflected a 1 percent growth factor.

- For the Public Transportation Account:

The assumption that the loan repayment of \$91.5 million from the General Fund would occur in this FE period has been dropped. A more conservative approach is to assume repayment will not occur during the period.

Expenditures for the Intercity Rail program are increased to reflect planned extensions of service and Amtrak contract cost increases.

Hi-Speed Rail Authority expenditures are increased to \$3 million in FY 98-99 but are held flat through the remainder of the FE period.

There will be a transfer of \$30.51 million from SHA in the 98-99 FY.

A reserve of 5 percent of annual revenues was added.

Toll Seismic Funding Impacts

Recent toll bridge legislation also impacts this STIP FE. \$790 million of Proposition 192 funds will be used for seismic retrofit of the State's toll bridges. This leaves a \$1.8 billion funding shortfall. Senate Bill 60 (Chapter 327/92) provides a funding solution that recognizes the seismic retrofit of toll bridges as both a State and Regional priority. (Appendix B describes the key components of the legislation in detail.) Highlights of the toll bridge legislation include:

- Defining the State's share of funding for the toll bridge seismic retrofit program as \$875 million. This contribution will be spread over time extending beyond the six-year FE period. Future FEs will continue to reflect the State's contributions for toll bridge seismic retrofit until the \$875 million commitment is fulfilled.
- Defining the Regional share of funding for the toll bridge seismic retrofit program as \$875 million. The components of this share come from a one-dollar toll surcharge to be implemented on Bay Area bridges and contributions from the San Diego Association of Governments (SANDAG) and the Vincent Thomas Bridge Toll Revenue Account.

- Creating the Toll Bridge Seismic Retrofit Account for the deposit of both the State and Regional contributions. After Proposition 192 funds have been fully expended, the remaining toll bridge seismic retrofit projects will be funded directly from this Account.
- Senate Bill 226 transfers authority over the Bay Area Toll Accounts to a new Authority. Consequently, Fund Estimates for the Bay Area Toll Bridges have been discontinued.

Federal Transportation Act Impacts

The Federal Transportation Act of 1991, known as the Intermodal Surface Transportation Efficiency Act (ISTEA), expired September 30, 1997. In lieu of a new Act, Congress granted a six month extension of ISTEA to May 1998. As a result of the extension:

- Caltrans expects to receive Federal revenues of approximately \$1.8 billion in the 1997-98 base year. This is \$50 million higher than assumed in the adopted September FE.
- Federal Local Assistance allocations are increased by about \$100 million over the six -year FE period.

Transportation Finance Bank

A reserve of \$100 million of Federal apportionment beyond available Obligation Authority level is set aside for capitalization of the State Infrastructure Bank (SIB). Funds will only be used in the event that a project which is guaranteed by the SIB is unable to meet debt service payments. Payments made by the SIB will be repaid at a later date from that project's future revenues. Deposits into the SIB are required to be approximately 88.5 percent Federal funds and 11.5 percent State funds.

FUNDS AVAILABLE FOR THE STIP

The total amount available for additional programming in the STIP is \$4.6 billion. This amount is entirely from the State Highway Account as the Public Transportation Account has no additional programming capacity.

While the changes outlined above impact the FE overall, the major factors are:

- The consolidation of separate programs' (e.g. FCR, TCI, TSM) funds for distribution through the STIP process for both Regional and Interregional Improvement Programs.
- The inclusion of the COS costs for new capital outlay projects in the total amount of funds available for new programming.
- Changes in how PTA resources are distributed, taking funding for the STA program "off the top," which in turn reduces the funds available for TCI-type projects.

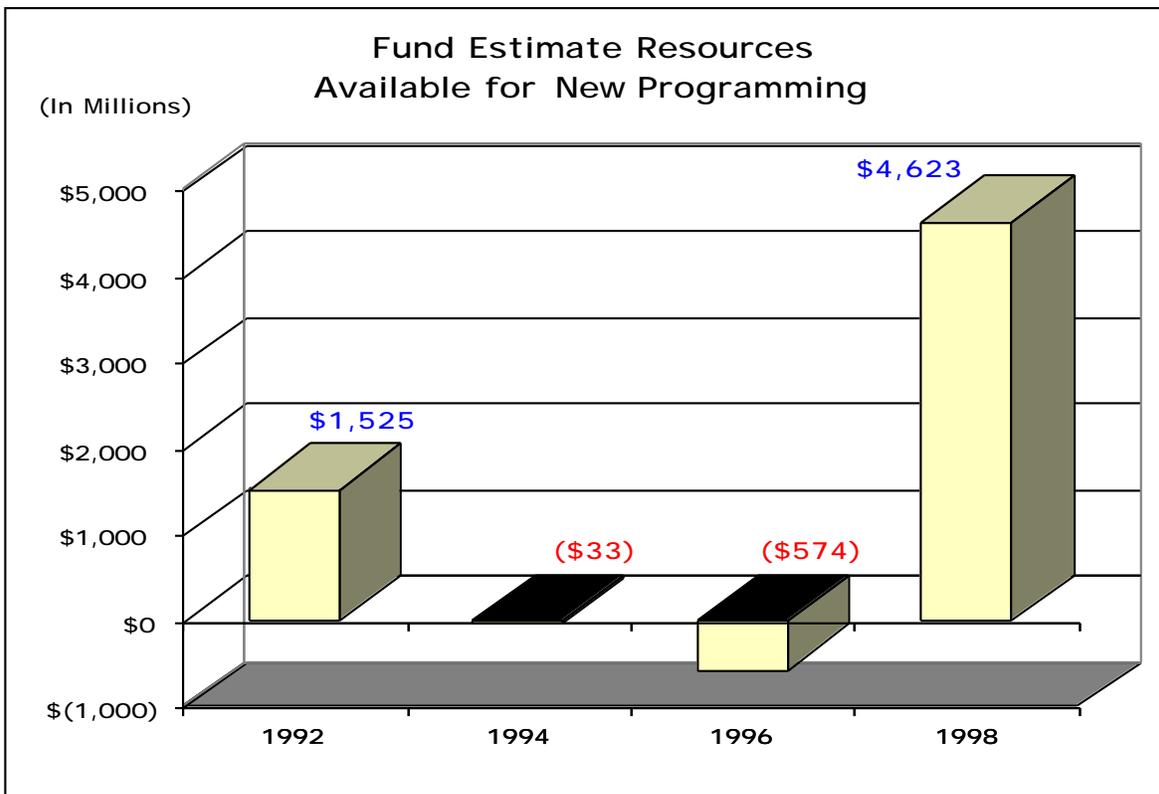
The chart below compares the differences in programming capacity between six years of the adopted September STIP FE and this 1998 STIP FE for the SHA and PTA.

Common Six-Year Comparison of the Adopted September FE and 1998 STIP FE (\$ in billions)			
	<u>Adopted Sept. FE</u>	<u>1998 STIP FE</u>	<u>Impact on Amount Available for Programming</u>
State Highway Account	\$3.4	\$4.6	\$1.2
Public Transportation Account	\$.2	\$0.0	\$(-.2)

HIGHLIGHTS OF THE 1998 FUND ESTIMATE

Beginning with the 1992 STIP, new programming capacity took a significant downturn. In both the 1994 and 1996 STIP FEs, no new capacity existed. In fact, the CTC took the drastic step of removing projects from the STIP. In 1996, approximately \$570 million in STIP projects were deprogrammed.

The continued improvement in the economy has translated to increased revenues for transportation. Revenues generated primarily from fuel taxes and weight fees which fund transportation operations and improvements are projected to increase during the FE period. This provides significant new programming capacity of approximately \$4.6 billion. This programming capacity will come from the SHA as the PTA has no funds available for the STIP.



Highlights of this 1998 STIP FE

- Of the funds available for the 1998 STIP, approximately \$3.4 billion will be programmed as part of the Regional Improvement Program and \$1.2 billion are available for the Interregional Improvement Program.
- In addition to \$4.6 billion in new programming capability, this fund estimate also provides for protection of our investment in the SHS.

Perhaps best known for its highway system, Caltrans builds, maintains and operates more than 15,000 miles of “centerline” miles across California. Built over the last century, the SHS is estimated to be worth approximately \$300 billion. Its use has increased dramatically and is expected to continue to rise, going from 146 billion annual vehicle miles traveled (VMT) in 1995 to 196 billion VMT projected for 2005.

Dollars spent on the State Highway Operation and Protection Program (SHOPP) protect our investment in the SHS. Caltrans recommended, and the CTC approved in the September 1997 FE, a \$5.1 billion spending level for the SHOPP over the next six years. Projects funded from the SHOPP include roadside, bridge and pavement rehabilitation, and operational improvements.

- Continued funding for the 1996 STIP.

Approximately \$3.7 billion of the 1998 STIP FE is made available to meet prior STIP commitments. All costs associated with the 1996 STIP, including support costs, are reflected in this FE as required by SB 45. A reserve of \$36 million is set aside in the last year of the FE for committed 1996 STIP COS occurring beyond the six-year FE period.

Key Concerns

While the outlook in the FE is very positive, there are some areas for concern:

- For the SHA, the cash balance (approximately \$1.4 billion as of October 1997) is expected to continue growing over the first two years of the 1998 STIP FE. Unlike previous fund estimates, there is significant programming capacity in each year of the 1998 STIP FE.

The CTC will need to work with Caltrans and the Regional Agencies to identify projects for the STIP that are ready to be awarded and go to construction in the early years of the FE period. Assuming the CTC, Caltrans and the Regional Agencies are successful, the cash balance will begin dropping significantly by fiscal year 2000-01 as new projects begin drawing down the funds.

- For the PTA, the increased draws on its resources for the proposed expansion in the intercity rail service and the contribution for the seismic retrofit of toll bridges are significant and impact the viability of this account. No resources are available to fund TCI-type projects. In fact, a deficit in this account will occur after fiscal year 2000-01.

To the extent the authority exists in the budget, Caltrans has funded qualifying TCI projects with SHA funds, thus avoiding additional draws on this account.

METHODOLOGY

In accordance with current statutory provisions as updated by SB 45, the methodology used for the FE is determined by the CTC in consultation with Caltrans, Regional Transportation Planning Agencies (RTPAs), and county transportation commissions. For the 1996 STIP FE, the CTC and Caltrans changed the methodology used for the SHA portion of the FE to reflect a “Cash Flow Allocation Basis” model. This methodology schedules funding capacity based upon cash flow requirements and is reflective of the method used to manage the allocation of capital projects. The “Cash Flow Allocation Basis” is continued for the 1998 STIP FE.

The model attempts to maintain a level program over the six years of the STIP so that the combined non-capital outlay and capital outlay program levels do not have annual programming swings which cannot be accommodated due to budgetary (e.g. staffing) constraints. However, SB 45 requires new COS costs to be included in the amount of funds available for new programming. Therefore, a leveling of the six-year program is not completely achievable since COS levels will not be determined until completion of the STIP process. (No assumption is made regarding the mix of new capital projects and the corresponding COS levels in the FE.)

The SHA FE methodology continues to reflect the use of Advanced Construction (AC) through the 1998 STIP period. This enables the smoothing of project scheduling by using State resources to fund projects in advance of receiving Federal funds.

Statutes also require the FE to be based on current statutes for estimating revenues and the most recent enacted Budget Act adjusted for the annual escalation rate established by the Department of Finance (DOF), which is 2.2 percent for this 1998 STIP FE.

The FE is required to identify funds available for programming by county. The level of programming by county is driven by the county minimum formula and by the level of programming in the current and previous minimum periods. Modifications and changes as required under SB 45 are discussed later in the section “County Minimum/Shares.”

**1998 STIP FUND ESTIMATE
BY ACCOUNT**

STATE HIGHWAY ACCOUNT

The State Highway Account is the main funding source for California's Highway Transportation program. The principle sources of funds are the excise taxes on motor vehicle fuels, truck weight fees, and Federal Highway Trust Funds. This program commits major resources to improving highway safety, improving the rural interregional road system, and ensuring the efficient operation of the State Highway System (SHS).

Resources Available For Programming

The table below summarizes the resources available for additional programming in the SHA. Further details of the revenues and expenditures are presented in Appendix A.

(\$ in millions)	98-99	99-00	00-01	01-02	02-03	03-04
Available for Programming	\$417	\$403	\$700	\$679	\$1,170	\$1,254

Highlights

- Senate Bill 45 defines the funds available for programming under the STIP to include all SHA, PTA, and Federal transportation funds remaining after deducting Caltrans' annual administration costs, annual expenditures for the maintenance and operations of the SHS, annual expenditures for the rehabilitation of the SHS, annual expenditures for local assistance, and safety.
- Approximately \$3.7 billion of the 1998 STIP FE is made available to meet prior STIP commitments.
- Increased revenues allow for an increased level of SHOPP projects programmed during each year of the STIP period.
- Under SB 45, funds available for new programming are for both capital costs and capital outlay support (COS) costs. (The FE makes no assumptions regarding the level of COS necessary to deliver new projects.)
- The 1998 STIP FE allows for new programming in each year of the STIP period.
- A contribution of \$675 million from the SHA and \$100 million from savings in the State-Local Transportation Partnership Program (SLTPP) will go towards the Toll Bridge Seismic Retrofit Program. (See Appendix B for additional information.)
- Federal revenues are expected to increase to about \$1.8 billion in the 1997-98 base year. This is \$50 million higher than assumed in the adopted September FE.

PUBLIC TRANSPORTATION ACCOUNT

The Public Transportation Account (PTA), previously known as the Transportation Planning and Development (TP&D) Account, is a trust fund intended for transportation planning and mass transportation purposes.

Revenues going into the account are derived from sales taxes on gasoline and diesel fuels. Revenues are estimated by the Board of Equalization, with the concurrence of the DOF, and transferred quarterly into the account.

Fifty percent of the annual revenues derived from fuel taxes are appropriated to the State Controller for allocation to local transportation planning agencies, commissions, or boards. The remaining funds are appropriated to Caltrans for the following purposes:

- Bus and passenger rail services
- Transit Capital Improvement (TCI) projects
- Planning activities not payable from the SHA
- Mass transportation responsibilities
- Assistance in regional transportation planning
- Institute of Transportation Studies of the University of California for training and research
- CTC's activities not payable from the SHA
- Public Utilities Commission's passenger rail safety responsibilities on commuter rail, intercity rail, and urban rail transit lines.

Resources Available For Programming

The table below summarizes the resources available for programming in the PTA. Further details of the revenues and expenditures are presented in Appendix A.

(\$ in thousands)	98-99	99-00	00-01	01-02	02-03	03-04
Available for Programming (Cumulative)	\$30,148	\$13,553	\$1,637	(\$7,897)	(\$16,942)	(\$37,095)

(Revised from earlier printing)

Highlights

- This account does not have sufficient funds to cover the projected obligations. In fact, a deficit of \$37 million will exist at the end of the six-year period.

- Funds available from 1996-97 in the amount of \$17.6 million, along with a \$30.5 million transfer from the SHA planned in 1998-99 for existing TCI project commitments, will fund the shortfall only through 2000–01 fiscal year. Caltrans and the CTC will explore options and develop a solution to the over-obligated condition of the fund.
- Senate Bill 45 retitles the TP&D Account to the PTA and redefines its distribution of revenue; it discontinues the TCI Program and incorporates the former TCI projects into the STIP.
- Per SB 60, a contribution of \$70 million is reflected in the FE to fund the Toll Bridge Seismic Retrofit Program. (See Appendix B for additional information.)
- The Budget Act of 1997 for 1997-98 transferred \$30 million from the TCI program in the PTA to the SHA for local mass transportation projects.
- The assumption that the loan repayment of \$91.5 million from the General Fund would occur in this FE period has been dropped.

AERONAUTICS ACCOUNT

The Aeronautics Program promotes optimum use of existing airports. This is achieved by overseeing a statewide system of safe and environmentally compatible airports that are integrated with surface transportation systems. The majority of the revenues supporting the Aeronautics Program come from an eighteen-cent per-gallon excise tax on aviation gasoline and a two-cent per-gallon tax on jet fuel. The tax is levied on general aviation aircraft only.

The Aeronautics Program allocates funds through three programs. The Grants to Local Agencies program provides \$10,000 to each of the 149 qualifying airports and is projected to remain at the same level through the STIP period. The Acquisition and Development (A&D) figures shown in the appendix are from the 1996 Aeronautics Program, adopted by the CTC. Lastly, the Airport Improvement Program (AIP) matches Federal monies given directly to local agencies.

Resources Available For Programming

The table below summarizes the resources available for additional programming in the Aeronautics Account. Further details of the revenues and expenditures are presented in Appendix A.

(\$ in thousands)	98-99	99-00	00-01	01-02	02-03	03-04
Available for Programming	(\$469)	\$1,315	\$1,263	\$1,215	\$1,163	\$1,110

Highlights

- There were no changes to the Aeronautics Account as a result of the passage of SB 45.
- In February 1997, the State Board of Equalization (BOE) concluded an audit of aviation gasoline-tax revenues collected during FY 1995-96. Two errors were found which resulted in a shortage of revenues being transferred to the Aeronautics Account totaling about \$1 million. To correct these errors, the BOE credited the Aeronautics Account in FY 1996-97; therefore, the beginning reserve for the base year 1997-98 was adjusted to reflect the credit. The revenue correction will allow additional programming for the Aeronautics Account.
- The AIP match is programmed at \$1.4 million per year through 1998-99. It is assumed at that level through the remaining STIP period. A State match is statutorily mandated. The exact amount will be determined when the next three-year program is adopted, in FY 1998-99.

RAIL BONDS

PASSENGER RAIL AND CLEAN AIR BOND ACT OF 1990

The Passenger Rail and Clean Air Bond Act of 1990 is more commonly known as Proposition 108. Passed by the voters of California in June of 1990, Proposition 108 provided \$1 billion for acquisition of rights of way, capital expenditures, and acquisition of rolling stock for intercity rail, commuter rail, and urban rail transit. Principal and interest on the bonds are paid from the General Fund in the State Treasury and therefore do not affect the SHA or PTA.

Funds Available For Programming

The \$1 billion provided by Proposition 108 has been fully programmed and allocated. Appendix A summarizes the fully programmed and allocated status of Proposition 108.

CLEAN AIR AND TRANSPORTATION IMPROVEMENT BOND ACT OF 1990

The Clean Air and Transportation Improvement Bond Act of 1990 is more commonly known as Proposition 116. This voter initiative, when fully implemented, will have provided \$1.99 billion (\$10 million was reserved for administrative costs) for passenger and commuter rail systems, with limited funds available for public mass transit guideways, paratransit vehicles, bicycle and ferry facilities, and a railroad technology museum.

Funding for the projects is continuously appropriated and made available from the sale of the bonds. The 1998 FE is not affected by this bond act, although projects funded from Proposition 116 are programmed in the STIP per CTC policy.

Funds Available for Programming

Of the \$1.99 billion available, about \$1.6 billion has been programmed leaving approximately \$378 million for future programming. Further details of the revenues and expenditures are presented in Appendix A.

TOLL BRIDGE ACCOUNTS

Toll revenues collected on the nine State-owned toll bridges are deposited into four toll revenue and construction funds. For financial purposes, the seven San Francisco Bay Area Bridges are classified in two bridge units, Southern and Northern, as outlined below:

- Southern Bridge Unit - (San Francisco-Oakland Bay Bridge, San Mateo-Hayward, Dumbarton)
- Northern Bridge Unit - (Carquinez, Benicia-Martinez, Antioch, Richmond-San Rafael)
- San Diego/Coronado Bridge
- Vincent Thomas Bridge

Senate Bill 226 (Chapter 328/97) establishes a Bay Area Toll Authority and also creates a Bay Area Toll Account. This legislation requires the transfer of existing fund balances and all future revenues for the Northern and Southern Bridge Units in the Bay Area into the new account. Senate Bill 226 also gives the new authority responsibility for programming, administration and allocation of all toll revenues on the Bay Area bridges, except for revenues from the seismic retrofit surcharge established by SB 60. For this reason, the FEs for the Northern and Southern Bridge Units have been discontinued.

Toll revenues include all tolls collected at the bridges, interest earnings and other miscellaneous income and fees. Tolls collected on the bridges comprise approximately 90 percent of the revenues. The remaining ten percent of revenues in each fund comes from interest on investments, credit fees and rental income.

Revenues are used for bridge purposes such as debt retirement, bridge operations, rehabilitation projects and safety improvements. Bridge operations include, but are not limited to, the cost of toll collection, administrative costs, maintenance of toll collection facilities, roadway towing service and utilities.

The Streets and Highways Code requires "excess" toll revenues on the San Diego/Coronado Bridge to be transferred quarterly to the San Diego Association of Governments (SANDAG). These funds are then used for transportation services that increase capacity of the bridge, reduce the demand for travel, or provide alternative forms of travel that reduce congestion and air pollution in that corridor.

Resources Available For Programming

The following tables summarize the resources available for programming in the Toll Bridge Accounts. Further details of the revenues and expenditures are presented in Appendix B.

San Diego/Coronado Bridge

(\$ in millions)	98-99	99-00	00-01	01-02	02-03	03-04
Available for Programming	\$ 4.7	\$(0.3)	\$0.2	\$0.3	\$0.3	\$0.3

Vincent Thomas Bridge

(\$ in millions)	98-99	99-00	00-01	01-02	02-03	03-04
Available for Programming	\$13.6	\$(13.6)	\$ 0.6	\$ 0.7	\$ 0.7	\$ 0.7

Highlights

- The San Diego/Coronado Toll Bridge Revenue Account has new programming capacity of \$5.6 million (includes a Beginning Reserve of \$9.5 million) and the Vincent Thomas Toll Bridge Revenue Account has new programming capacity of \$3 million (includes a Beginning Reserve of \$12.6 million).
- No contribution from the SANDAG for the San Diego/Coronado Bridge's share of the Toll Bridge Seismic Retrofit Program is assumed. Senate Bill 60 requires SANDAG to contribute \$33 million. (See Appendix B for additional information.)
- Per Senate Bill 60, a portion of the maintenance of the San Diego/Coronado Bridge is now funded with SHA funds. (See Appendix B for additional information.)
- Per SB 60, the Vincent Thomas Bridge FE reflects a \$15 million contribution for the Toll Bridge Seismic Retrofit Program. (See Appendix B for additional information.)

COUNTY MINIMUMS / SHARES

With the passage of SB 45, funding available under existing county minimum formula is replaced with a county share system. The 1998 STIP will include a transition from the “old” county minimum rules (pre-SB 45) to the “new” county shares rules beginning July 1998.

Of the funds available for the STIP, 75 percent are committed to the Regional Improvement Program (RIP) and 25 percent to the Interregional Improvement Program (IIP). The RIP funds will be available to regional transportation planning agencies for a broad range of transportation improvements, including not only state highways, but also grade separation, transportation system management projects, transportation demand management projects, soundwalls, rail transit projects, local street and road projects, intermodal facilities and pedestrian and bicycle facilities. The projects selected by the region must be included in its Regional Transportation Improvement Programs (RTIP).

The IIP funds will be available for state highway, intercity rail, grade separation, and mass transit guideway improvements included by Caltrans in the IIP, which replaces the Proposed State Transportation Improvement Program (PSTIP). Sixty percent of this amount (15 percent of funds available for the STIP) is limited in use for interregional state highway routes outside the urbanized areas and intercity rail; no less than 15 percent of this amount must be spent on intercity rail, including grade separation improvements. This portion of the IIP is exempt from the north-south split. The remaining 40 percent (10 percent of the funds available for the STIP) to the IIP is available for use anywhere on the SHS, as well as for intercity rail, grade separations, and mass transit guideways, and is subject to the north-south split.

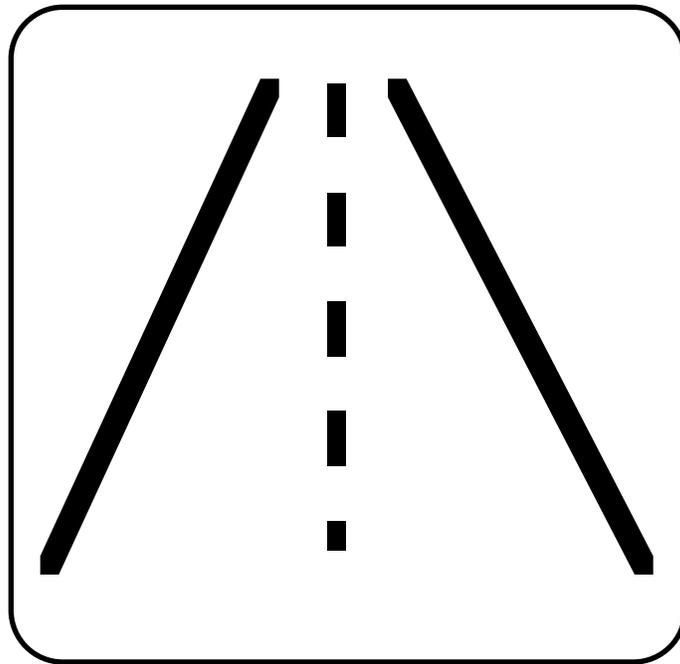
The existing county minimum formula which provides at least 70 percent of the STIP funds to the counties (as modified by the north-south split) is replaced with a “county share” system which represents 75 percent of the STIP funds, again as modified by the north-south split. Federal funds used for federal demonstration projects that would otherwise be available to the state and are included in calculating the State’s total return of funds to source are to be subtracted from the county share of the county where the project is located. A county may reserve its county share for future use on larger projects, seek an “advance” of its county share against IIP funds, and pool its share with other counties.

The 1998 STIP FE county share calculations are presented in Appendix C.

Appendix A

Fund Estimate Detail

STATE HIGHWAY ACCOUNT



FUND ESTIMATE ASSUMPTIONS

Statutes require the State Transportation Improvement Program (STIP) Fund Estimate (FE) to be based on current statute, reflect State and Federal funds reasonably expected to be available, and to use inflation rates established by the Department of Finance (DOF). That inflation rate is currently 2.2 percent.

- The 1998 STIP FE is a six-year “transition” fund estimate.

REVENUES

Beginning Reserve:

- The proposed Governor’s Budget has historically been used as the base for developing the STIP FE. The proposed 1997-98 Budget projected \$991 million in resources to be carried-over into the FE base year.

This revised STIP FE has been updated to reflect the actual Beginning Reserve per the 1996-97 fiscal year financial statements. The adjusted Beginning Reserve is \$1,164 million.

Federal Revenue:

- *The past Federal Transportation Act (ISTEA) of 1991, expired September 30, 1997. However, in lieu of a new Act, the Federal Government has granted a six month extension of ISTEA. While the final outcome of the new-ISTEA cannot be predicted, the most current Distribution of Interim Obligation Limitation indicates the Department will receive Federal revenues of \$1.775 billion in the 1997-98 base year. This is \$50 million higher than assumed in the adopted September 1997 FE.*

Obligational Authority (OA) and Minimum Allocation (MA) level will be \$1.775 billion in the 1997-98 base year, with about a two-percent growth factor per year through the six-year STIP FE. (The STIP FE OA level was \$1.598 billion per year.) Apportionment levels are assumed to be consistent with prior years.

- Federal Advanced Construction (AC) is assumed equal to future-year OA available to fund the Federal Capital Outlay Program, and continues through the last year of the STIP (2003-04).
- Reflects net cash from OA. State cash expenditures for AC are offset by Federal reimbursements (OA conversion) on a yearly basis.
- Federal OA converted based on a yearly basis.
- Federal Transportation Enhancement Activities (TEA) reservations are deleted from the fund estimate period. Only prior year TEA commitments remain.
- Expenditure levels reflect continuation of all programs authorized under current statutes.

*Items shown in “*Italic*” type indicate changes from the adopted September 1997 Fund Estimate

State Revenues:

- Fuel Tax revenues are escalated approximately 2.2 percent per year through the FE period. The percent growth is consistent with the DOF's forecast for motor vehicle fuel consumption and corresponding growth in Fuel Tax revenues for the 1997-98 Governor's Budget.
- *Weight Fee revenues are escalated at 2.2 percent annually. These revenues are based on truck and trailer weight fees paid in or apportioned to California.*
- The remaining State resources consist primarily of Surplus Money Investment Fund (SMIF) interest and rental income. SMIF interest is based on the forecasted State Highway Account (SHA) cash balance for each year of the FE period.
- A guideline in the development of the fund estimate is to achieve and maintain a "Prudent Cash Balance" of \$300 million.
- Miscellaneous income does not include Petroleum Antitrust Litigation funds (assumes these funds are fully expended in 1996-97).
- Historical growth trends are used to forecast rental income as well as the other miscellaneous revenues.
- The base year of the FE reflects an increase (\$32 million) in the Motor Vehicle Account (MVA) transfer to fund the shortfall for California Highway Patrol costs associated with the Vehicle Inspection Enforcement program.
- Cash transfers (\$775 million) from the State Highway Account to the Toll Bridge Seismic Retrofit Account (per SB 60) are on an "as needed" basis.
- A \$30 million transfer in the 1997-98 base year from the PTA to the SHA to fund local assistance mass transit projects (Budget Act Section 2660-102-0046).

EXPENDITURES

State Operations

- Includes expenses for the operation of Caltrans such as: Maintenance, Program Development, Traffic Operations, Administration, Legal, Technical Services, Local Assistance support, and Mass Transportation activities. Also included is the SB 60 requirement that annual maintenance (\$1.4 million) on the San Diego/Coronado bridge be paid from the SHA.
- Administration, Maintenance, and Operations costs are adjusted for the Department of Finance (DOF) escalation rate (2.2 percent).

- Expenditure levels reflect continuation of all programs authorized under current statutes.
- *Capital Outlay Support (COS) for committed programs is based on estimated actual costs.*
 - *No assumption is made regarding the mix of new capital projects or the corresponding COS levels.*
 - *COS is included in the amount available for new programming.*
- *“Partnership” and “Owner Operator” COS costs “come off the top” before determining amount available for Regional and Interregional programming.*

“Partnership” work includes:

- Oversight on Sales Tax Measure projects
- Preparation of environmental documents for Sales Tax Measure projects
- Oversight on other locally funded projects

“Owner Operator” work includes:

- Primarily, project initiation documents (e.g., PSRs, PSSRs, PIRs, etc.) for possible future State Highway projects.
- Remainder includes a variety of work required of the Department as “owner operator” of the State Highway System (e.g., investigations, development of standards, work on stormwater permits to meet NPDES requirements, etc.).

Local Assistance

- The State & Local Transportation Partnership Program (SLTPP) will compete in the STIP after June 1999.
 - *\$200 million is programmed in 1997-98 and 1998-99 FYs.*
 - Senate Bill 60 eliminates further funding of this program beyond 1998-99, and directs that program savings will be used to fund the Toll Bridge Seismic Retrofit Program.
 - Transfers to the Toll Bridge Seismic Retrofit Account assumes SLTPP savings of \$100 million (\$50 million in fiscal years 1998-99 and 1999-00).
 - Total SLTPP seismic contribution is \$300 million (\$100 million in savings and \$100 million in fiscal years 1999-00 and 2000-01 respectively). (See Appendix B for additional information.)
- Local Assistance Federal OA reflects a full encumbrance basis (not incremental conversion). It is assumed that the Federal funds will be provided for local projects as delivered.

Non-STIP Capital Outlay Expenditures

- It is assumed that the SHOPP and minor program levels used in the August proposed fund estimate will equal the “ten-year state rehabilitation plan”. SHOPP project costs have been adjusted to reflect DOF’s escalation rate of 2.2 percent.
- Transportation Systems Management (TSM) Program will compete in STIP after June 1998 (1998-99).
 - *TSM State match for CMAQ/RSTIP deleted July 1998.*
- Environmental Enhancement & Mitigation (EEM) program is funded at \$10 million annually and zeros out July 2001 (2001-02).
- Phase II Seismic Retrofit is funded by Proposition 192.

STIP Capital Outlay Commitments

Prior STIP Commitments

- Commitments made in the 1996 STIP are assumed to continue. 1996 STIP project costs have been adjusted to reflect DOF’s escalation rate of 2.2 percent.
- “Reimbursement” from Proposition 192 funds for Seismic Retrofit expenditures initially expended from the SHA is accomplished by substituting Proposition 192 funds on future projects. This “reimbursement” is reflected by replacing \$103 million in future projects in the base year (1997-98) of the STIP FE.
- In adopting the 1996 STIP, the California Transportation Commission (CTC) resolved that the seventh-year of the STIP (2002-03) was programmed for the purposes of project development only, with construction funding to be assigned and guaranteed only with the adoption of the 1998 STIP. Construction expenditures for these projects would be made from funds available after 2003. The funding levels of project commitments impacted is \$97 million (\$120 million reduced by guaranteed 1988 STIP projects). If funding is not renewed in the 1998 STIP, \$97 million will be freed up for additional capital programming.
- Conversion of State Resources to State-only program capacity is on a per fiscal year basis (20%-50%-30%) cash flow allocation/expenditure basis.
- Expenditure levels reflect continuation of all programs authorized under current statutes.

Reservations

- *“Reservations for Economic Uncertainties”:*
 - *Reflects a \$200 million reserve for the six-year “transition” fund estimate. Due to the uncertainty of the new FE and STIP process, the reserve is spread evenly over the six years (approximately \$33 million per year).*
- *“Reservation for future COS”:*
 - *A reserve of \$36 million is set aside in the last year of the FE for committed 1996 STIP COS occurring beyond the six-year fund estimate period.*
- *“Funds available for new programming”:*
 - *Under SB 45, funds available for new programming includes COS costs. No assumption is made regarding the mix of new capital projects or the corresponding COS levels.*

STATE HIGHWAY ACCOUNT

1998 STIP FUND ESTIMATE
(\$ millions)

	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	STIP Total
RESOURCES	\$4,406	\$4,756	\$4,594	\$4,631	\$4,661	\$4,701	\$4,742	\$28,085
STATE OPERATIONS								
State Operations	(\$1,021)	(\$1,043)	(\$1,066)	(\$1,090)	(\$1,114)	(\$1,138)	(\$1,163)	(\$6,614)
State Planning & Research	(36)	(34)	(34)	(35)	(36)	(36)	(37)	(\$211)
State Operations	(\$1,057)	(\$1,077)	(\$1,100)	(\$1,125)	(\$1,149)	(\$1,174)	(\$1,200)	(\$6,826)
SHOPP								
SHOPP	(\$737)	(\$810)	(\$880)	(\$840)	(\$840)	(\$890)	(\$880)	(\$5,140)
Minor	(66)	(67)	(69)	(70)	(72)	(73)	(74)	(\$426)
Total SHOPP Plan	(\$803)	(\$877)	(\$949)	(\$910)	(\$912)	(\$963)	(\$954)	(\$5,566)
• SHOPP - support	(\$253)	(\$266)	(\$295)	(\$294)	(\$302)	(\$292)	(\$274)	(\$1,723)
• Minor - support	(62)	(62)	(60)	(60)	(61)	(62)	(63)	(\$368)
Support - SHOPP/Minor	(\$315)	(\$328)	(\$355)	(\$354)	(\$363)	(\$354)	(\$337)	(\$2,091)
LOCAL ASSISTANCE								\$0
Local Assistance	(\$695)	(\$688)	(\$703)	(\$717)	(\$732)	(\$746)	(\$762)	(\$4,348)
NON-STIP C/O								
State/Local Partnership	(\$200)	(\$200)	\$0	\$0	\$0	\$0	\$0	(\$200)
TSM	(88)	0	0	0	0	0	0	\$0
EEM	(10)	(10)	(10)	(10)	0	0	0	(\$30)
Total SLPP & TSM	(\$298)	(\$210)	(\$10)	(\$10)	\$0	\$0	\$0	(\$230)
• CMAQ & STP - support	(\$20)	(\$35)	(\$23)	(\$9)	(\$13)	(\$9)	(\$1)	(\$90)
OWNER OPERATOR								
• Partnership - support	(\$29)	(\$29)	(\$27)	(\$26)	(\$21)	(\$20)	(\$18)	(\$141)
• Owner Operator - support	(83)	(82)	(81)	(80)	(81)	(82)	(77)	(\$483)
Support - Owner Operator	(\$112)	(\$111)	(\$108)	(\$106)	(\$102)	(\$102)	(\$95)	(\$624)
AVAILABLE FOR PROGRAM	\$1,106	\$1,429	\$1,345	\$1,400	\$1,390	\$1,352	\$1,393	\$8,310
1996 STIP C/O Program Commitments:								
STIP Highway	(\$562)	(\$449)	(\$498)	(\$323)	(\$388)	(\$88)	\$0	(\$1,746)
STIP Transit (RAIL)	(204)	(171)	(77)	(137)	(167)	(12)	0	(\$564)
STIP Right of Way	(162)	(149)	(133)	(61)	(36)	(8)	0	(\$387)
STIP TEA	(76)	(8)	(18)	0	0	0	0	(\$26)
STIP Prop 192 Funded	103	0	0	0	0	0	0	\$0
Total STIP C/O Program Commitments	(\$901)	(\$777)	(\$726)	(\$521)	(\$591)	(\$108)	\$0	(\$2,723)
• 1996 STIP - support	(\$205)	(\$201)	(\$182)	(\$146)	(\$87)	(\$42)	(\$70)	(\$728)
• Reserve for Future 1996 STIP - support							(\$36)	(\$36)
Support - STIP	(\$205)	(\$201)	(\$182)	(\$146)	(\$87)	(\$42)	(\$106)	(\$764)
RESERVES								
Economic Uncertainties and Right of Way	\$0	(\$34)	(\$34)	(\$33)	(\$33)	(\$33)	(\$33)	(\$200)
TOTAL PGM COMMITMENTS	(\$1,106)	(\$1,012)	(\$942)	(\$700)	(\$711)	(\$183)	(\$139)	(\$3,687)
FUNDS AVAILABLE FOR PROGRAMMING	\$0	\$417	\$403	\$700	\$679	\$1,170	\$1,254	\$4,623

PUBLIC TRANSPORTATION ACCOUNT



FUND ESTIMATE ASSUMPTIONS

Prior to passage of SB 45, no TCI programming capacity was available as a result of actions taken during 1997-98 budget negotiations, and through enactment of SB 60 which established the Toll Bridge Seismic Retrofit Program. Senate Bill 60 set a maximum contribution of \$130 million from the PTA to fund the Toll Bridge Seismic Retrofit Program. A contribution of \$100 million is anticipated, with \$70 million reflected during the six-year FE period. (See Appendix B for additional information.) The Budget Act of 1997 includes a \$30 million redirection of PTA resources to the SHA for local mass transportation projects. The entire redirection is from funding which was available for the 1997-98 TCI program. The change in distribution of revenue required by SB 45 further decreases funding available for future TCI programming.

REVENUES

- Fuel consumption is assumed to increase about 2.2 percent per year resulting in an average of 3.5 percent per year increase in revenue due to the “Spillover/Proposition 111” formula calculation of the sales tax on the fuel tax.
- *Repayment of \$5.1 million to Petroleum Violation Escrow Account (PVEA) for accumulated interest and reverted funds, a net “zero” change, occurs in 1997-98.*
- *A \$30.5 million transfer from the SHA for existing TCI project commitments is assumed in 1998-99.*
- *The assumption that the loan repayment from the General Fund would occur in this FE period is dropped. It is unlikely the repayment will occur during this period.*
- *An amount equal to 5% of annual revenue is reserved for economic uncertainties as required by the Department of Finance.*

EXPENDITURES

- *Pursuant to SB 45, State Transit Assistance is calculated at 50 percent of annual tax revenue.*
- Support costs for Caltrans, CTC and Public Utilities Commission are escalated at the DOF rate of 2.2 percent through the FE period.
- The 1997-98 base year is consistent with the enacted Budget Act of 1997.
- *Highspeed Rail Authority will be funded at \$3 million per year through the FE period.*
- *A reduction in current and prior year TCI commitments of \$17.7 million results from transfer of eligible projects to alternate funding.*
- *Intercity rail costs increase for planned service extensions and Amtrak contract cost increases. Amtrak contract costs are escalated at 2.2 percent per year.*

*Items shown in “*Italic*” type indicate changes from the adopted September 1997 Fund Estimate

PUBLIC TRANSPORTATION ACCOUNT

1998 STIP FUND ESTIMATE
(\$ in thousands)

	1997-98	1998-99	1999-2000	2000-01	2001-02	2002-03	2003-04	TOTAL
RESOURCES								
Beginning Reserve	\$32,736	\$17,616	\$30,148	\$13,553	\$1,637	(\$7,897)	(\$16,942)	\$17,616
Sales Tax On Gasoline-Spillover	0	0	0	0	0	0	0	0
Sales Tax On Gasoline-Prop 111	69,000	70,518	72,069	73,655	75,275	76,931	78,624	447,073
Sales Tax On Diesel	123,414	130,000	135,000	140,000	145,000	150,000	155,000	855,000
Transfer to PVEA	(5,137)	0	0	0	0	0	0	0
Transfer to Toll Bridge Retrofit Account	0	(10,000)	(10,000)	(5,000)	(5,000)	(15,000)	(25,000)	(70,000)
Payable to SHA	(30,000)	0	0	0	0	0	0	0
Interest (SMIF)	10,000	7,000	7,000	7,000	7,000	7,000	7,000	42,000
Transfer from SHA for 97-98 TCI	11,741	30,510	0	0	0	0	0	30,510
Transfer from State Highway Account	14,100	13,500	13,700	14,000	14,300	14,600	14,900	85,000
<i>TOTAL RESOURCES</i>	\$225,854	\$259,144	\$247,918	\$243,208	\$238,213	\$225,635	\$213,582	\$1,407,199
STATE TRANSIT ASSISTANCE	\$84,800	\$100,259	\$103,535	\$106,827	\$110,138	\$113,466	\$116,812	\$651,036
Reserve for Economic Uncertainties	\$9,621	\$405	\$327	\$330	\$331	\$333	\$334	2,060
AVAILABLE FOR PROGRAM	\$131,433	\$158,480	\$144,056	\$136,050	\$127,744	\$111,836	\$96,436	\$754,103
SUPPORT COSTS								
Rail & Mass Trans Staff & Support	\$17,372	\$17,750	\$18,140	\$18,540	\$18,950	\$19,370	\$19,800	\$112,550
Planning Staff & Support	12,084	12,350	12,620	12,900	13,180	13,470	13,770	78,290
Administration & Technical Services	1,801	1,840	1,880	1,920	1,960	2,000	2,040	11,640
California Transportation Commission	1,284	1,310	1,340	1,370	1,400	1,430	1,460	8,310
Public Utilities Commission	2,414	2,470	2,520	2,580	2,640	2,700	2,760	15,670
High-Speed Rail Authority	1,500	3,000	3,000	3,000	3,000	3,000	3,000	18,000
Institute of Transportation Studies	956	956	956	956	956	956	956	5,736
<i>TOTAL SUPPORT</i>	\$37,411	\$39,676	\$40,456	\$41,266	\$42,086	\$42,926	\$43,786	\$250,196
COMMITTED PROGRAM								
• Prior Years Commitment to the Transit								
Capital Improvement (TCI) Program	\$11,318	\$11,318	\$11,318	\$3,221	\$0	\$0	\$0	\$25,857
• 1997-98 TCI Program	14,100	14,100	14,100	14,100	13,900	0	0	56,200
• Intercity Rail & Bus Operations	50,988	63,238	64,629	75,826	79,655	85,852	89,745	458,945
<i>TOTAL COMMITTED PROGRAM</i>	\$76,406	\$88,656	\$90,047	\$93,147	\$93,555	\$85,852	\$89,745	\$541,002
FUNDS AVAILABLE FOR PROGRAMMING (cumulative)	\$17,616	\$30,148	\$13,553	\$1,637	(\$7,897)	(\$16,942)	(\$37,095)	(\$37,095)

AERONAUTICS ACCOUNT



FUND ESTIMATE ASSUMPTIONS

The 1998 STIP FE shows additional programming capacity of \$5.6 million in the Aeronautics Account. There were no changes to the Aeronautics Account as a result of the passage of SB 45.

REVENUES

- Revenues generated from the excise tax on aviation gasoline are expected to continue to gradually decline as the industry moves to jet fuel-powered aircraft while revenue from the tax on jet fuel is forecast to slightly increase throughout the FE period.
- In February 1997, the State Board of Equalization (BOE) concluded an audit of aviation gasoline-tax revenues collected during Fiscal Year (FY) 1995-96. Two errors were found which resulted in a shortage of revenues being transferred to the Aeronautics Account totaling about \$1 million. To correct these errors, the BOE credited the Aeronautics Account in FY 1996-97; therefore, the Beginning Reserves for the base year 1997-98 was adjusted to reflect the credit. The revenue correction will allow additional programming for the Aeronautics Account.
- Fiscal Year 1997-98 miscellaneous revenue estimates and operational expense projections are based on proposed Governor's Budget figures, with adjustments.

EXPENDITURES

- Grants to Local Agencies are assumed to remain at \$1.5 million per year.
- Acquisition and Development costs are based on the 1996-97 program level.
- The Airport Improvement Program (AIP) matching grants provide part of the local match for Federal grants. The AIP match is programmed at \$1.4 million per year through 1998-99. It is assumed at that level through the remaining STIP period. A State match is statutorily mandated. The exact amount will be determined when the next three-year program is adopted, in 1998-99.
- The DOF has provided inflation estimates (2.2 percent) in accordance with Government Code Section 14525.1; program costs are projected at the DOF inflation rate of 2.2 percent.

*Items shown in "*Italic*" type indicate changes from the adopted September 1997 Fund Estimate

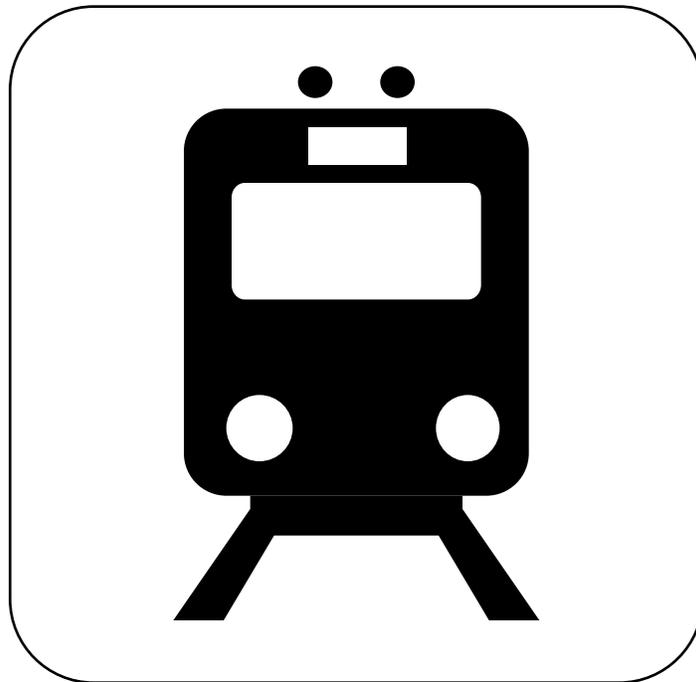
AERONAUTICS ACCOUNT

1998 FUND ESTIMATE

(\$ in thousands)

	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	TOTAL
RESOURCES								
Beginning Reserves	\$1,719	\$660	\$0	\$0	\$0	\$0	\$0	\$660
Aviation Gas Excise Tax	5,100	5,071	5,045	5,017	4,990	4,963	4,936	30,022
Jet Fuel Excise Tax	1,400	1,428	1,473	1,508	1,547	1,584	1,621	9,161
Interest (SMIF)	400	400	400	400	400	400	400	2,400
Sale of Documents	5	5	5	5	5	5	5	30
Transfer To PTA Account *	(30)	(30)	(30)	(30)	(30)	(30)	(30)	(180)
TOTAL RESOURCES	\$8,594	\$7,534	\$6,893	\$6,900	\$6,912	\$6,922	\$6,932	\$42,093
EXPENDITURES								
State Operations	\$2,573	\$2,630	\$2,688	\$2,747	\$2,807	\$2,869	\$2,932	\$16,673
TOTAL EXPENDITURES	\$2,573	\$2,630	\$2,688	\$2,747	\$2,807	\$2,869	\$2,932	\$16,673
AVAILABLE FOR COMMITTED PROGRAM	\$6,021	\$4,904	\$4,205	\$4,153	\$4,105	\$4,053	\$4,000	\$25,420
LOCAL ASSISTANCE								
• Grants to Local Agencies	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$1,490	\$8,940
• Acquisition & Development	2,471	2,483	0	0	0	0	0	2,483
• Airport Improvement Program match	1,400	1,400	1,400	1,400	1,400	1,400	1,400	8,400
TOTAL LOCAL ASSISTANCE	\$5,361	\$5,373	\$2,890	\$2,890	\$2,890	\$2,890	\$2,890	\$19,823
FUNDS AVAILABLE FOR PROGRAMMING	\$660	(\$469)	\$1,315	\$1,263	\$1,215	\$1,163	\$1,110	\$5,597

RAIL BOND ACCOUNTS



PASSENGER RAIL AND CLEAN AIR BOND ACT FUND

PROPOSITION 108

(\$ in thousands)

Ending 1/31/97

	STIP TOTAL
Resources	
Bond Authorization	\$1,000,000
Support Costs	
Administrative Support	-
Committed Program	
Rail Projects:	
• Intercity	185,632
• Commuter	446,428
• Urban	367,205
Total Committed Program	\$999,265
Reserved for Committed Costs	\$735
AVAILABLE FOR PROGRAMMING	\$0

CLEAN AIR AND TRANSPORTATION IMPROVEMENT BOND FUND

PROPOSITION 116

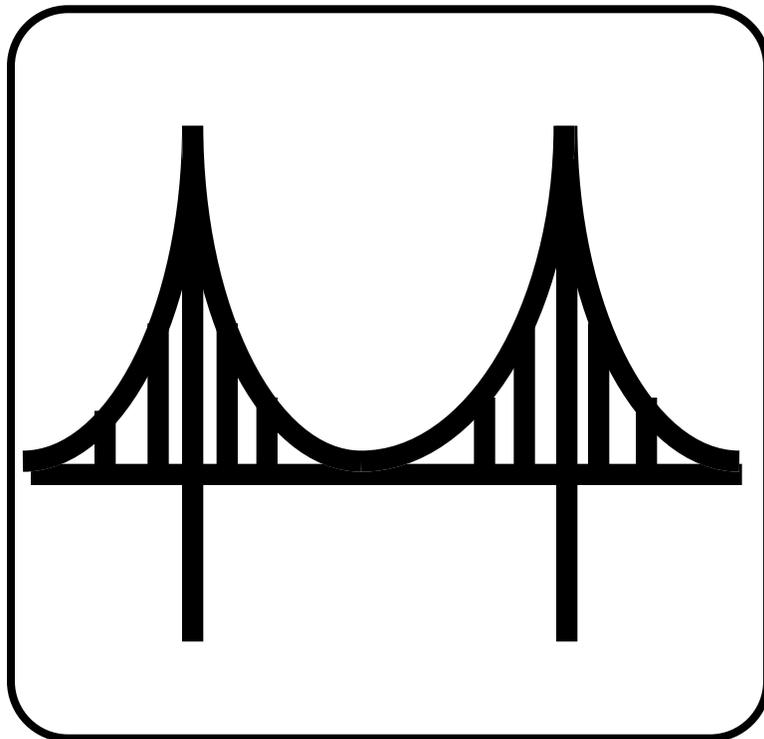
(\$ in thousands)

Ending 1/31/97

		STIP TOTAL
Resources		
Bond Authorization		\$1,990,000
Support Costs		
Administrative Support	10,000	
Committed Program		
• Rail Projects	1,480,000	
• Non-Urban County	73,000	
• Competitive Bicycle	20,000	
• Waterborne Ferry Program	29,300	
Approved Applications (1)	\$1,602,300	
Total Committed Program		\$1,612,300
AVAILABLE FOR PROGRAMMING		\$377,700

(1) Of this amount, approximately \$1,407,000 has been allocated.

TOLL BRIDGE ACCOUNTS



FUND ESTIMATE ASSUMPTIONS

There were no changes to the Toll Bridge Accounts as a result of the passage of SB 45.

REVENUES

- *Beginning Reserves have been revised from the September FE to reflect actual balances per the 1996-97 financial statements.*
- *Revenues have been revised for both the San Diego/Coronado and Vincent Thomas Bridge to reflect 1996-97 actuals with the appropriate annual escalation rates applied.*
- Based on historical growth rates, toll revenues are projected to increase at an annual rate of one percent for the San Diego/Coronado Bridge. Toll revenues for the Vincent Thomas Bridge are projected to remain constant. Does not reflect toll increase for Vincent Thomas Bridge.

EXPENDITURES

- *Operating expenditures have been revised for both San Diego/Coronado and Vincent Thomas Bridge to reflect 1996-97 actuals with the appropriate escalation rates applied (DOF's inflation rate of 2.2 percent).*
- *Based on the availability of more current information, additional rehabilitation projects have been added to the San Diego/Coronado Bridge.*
- *Rehabilitation Program expenditures include projects that coincide with seismic retrofit projects plus an annual minor program of approximately a half million dollars for additional projects in the year 2000-01 and beyond.*
- The FE includes costs and future savings from implementation of the Automated Vehicle Identification system for electronic toll collection.
- Senate Bill 60 impact (See Appendix B for additional information):
 - requires \$33 million from the SANDAG for the San Diego/Coronado Bridge's share of contributions for the Toll Bridge Seismic Retrofit Program. No assumptions are made in the FE regarding the manner in which SANDAG will fund their contribution.
 - requires the maintenance of the San Diego/Coronado Bridge to be funded with SHA funds consistent with provisions of law for maintenance of other State-owned bridges.
 - requires a \$15 million contribution from the Vincent Thomas Toll Bridge Revenue Account for the Toll Bridge Seismic Retrofit Program. The FE for this bridge reflects the \$15 million contribution.
- The impact of SB 60 must be considered when evaluating the programming capacity in these accounts.

*Items shown in "*Italic*" type indicate changes from the adopted September 1997 Fund Estimate

SAN DIEGO / CORONADO BRIDGE
*****WITH TRANSFERS TO SANDAG*****

1998 STIP FUND ESTIMATE
(\$ in thousands)

RESOURCES	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	TOTAL
Beginning Reserve	\$8,748	\$9,545	\$0	\$0	\$0	\$0	\$0	\$9,545
Credit Fees / Rental Income	1	1	2	2	2	2	2	9
Income From Investments	525	573	285	269	279	298	318	2,022
ETC/AVI Acct. Interest	-	0	0	10	30	30	30	100
Toll Revenues	5,979	6,039	6,099	6,160	6,222	6,284	6,347	37,150
TOTAL RESOURCES	\$15,250	\$16,158	\$6,385	\$6,441	\$6,532	\$6,614	\$6,697	\$48,826
EXPENDITURES								
Revenue Transfer to SANDAG	\$389	\$0	\$0	\$3,417	\$3,436	\$3,464	\$3,492	\$13,809
Bridge Operations	2,930	2,273	2,323	2,374	2,426	2,480	2,534	14,411
ETC/AVI Operations Savings	-	0	0	(150)	(300)	(300)	(300)	(1,050)
ETC/AVI Operations	0	230	230	240	240	240	240	1,420
TOTAL EXPENDITURES	\$3,319	\$2,503	\$2,553	\$5,881	\$5,802	\$5,884	\$5,967	\$28,589
AVAILABLE FOR PROGRAM	\$11,931	\$13,655	\$3,832	\$560	\$730	\$730	\$730	\$20,237
REHABILITATION TOTAL	(\$3,186)	(\$8,911)	(\$4,093)	(\$400)	(\$400)	(\$400)	(\$400)	(\$14,604)
Rehabilitation funded by Proposition 192	\$800	\$0	\$0	\$0	\$0	\$0	\$0	\$0
FUNDS AVAILABLE FOR PROGRAMMING	\$9,545	\$4,744	(\$261)	\$160	\$330	\$330	\$330	\$5,634

NOTE: SB 60 requires this account to contribute \$33 million to the Toll Bridge Seismic Retrofit Account.

Until SANDAG submits a financial plan to provide for this contribution, it is uncertain how much of the resources available for programming will be needed to fund the contribution.

**VINCENT THOMAS TOLL BRIDGE
PER TRENDS AND EXISTING LAW**

**1998 STIP FUND ESTIMATE
(\$ in thousands)**

	1997-98	1998-99	1999-00	2000-01	2001-02	2002-03	2003-04	TOTAL
RESOURCES								
Beginning Reserve	\$11,920	\$12,560	\$0	\$0	\$0	\$0	\$0	\$12,560
Income From Investments	702	754	817	1	38	82	125	1,817
ETC/AVI Acct. Interest	-	0	0	10	20	20	20	70
Toll Revenues	2,622	2,622	2,622	2,622	2,622	2,622	2,622	15,732
<i>TOTAL RESOURCES</i>	\$15,244	\$15,935	\$3,439	\$2,633	\$2,680	\$2,724	\$2,767	\$30,179
EXPENDITURES								
Transfer to Toll Seismic Retrofit	\$0	\$0	\$15,000	\$0	\$0	\$0	\$0	\$15,000
Bridge Operations & Administration	1,738	1,777	1,816	1,856	1,897	1,938	1,981	11,264
ETC/AVI Operations Savings	-	0	0	(90)	(180)	(180)	(180)	(630)
ETC/AVI Operations	0	130	130	140	140	140	140	820
<i>TOTAL EXPENDITURES</i>	\$1,738	\$1,907	\$16,946	\$1,906	\$1,857	\$1,898	\$1,941	\$26,454
AVAILABLE FOR PROGRAM	\$13,506	\$14,028	(\$13,507)	\$727	\$824	\$826	\$826	\$3,725
REHABILITATION TOTAL	(\$946)	(\$409)	(\$100)	(\$100)	(\$100)	(\$100)	(\$100)	(\$909)
FUNDS AVAILABLE FOR PROGRAMMING	\$12,560	\$13,619	(\$13,607)	\$627	\$724	\$726	\$726	\$2,816

Appendix B

Toll Bridge Legislation Impacting the Fund Estimate

TOLL BRIDGE LEGISLATION IMPACTING THE FUND ESTIMATE

BACKGROUND

There were three pieces of legislation that resulted from the negotiations to resolve funding for the Toll Bridge Seismic Retrofit Program. Senate Bill (SB) 60, defines the funding components for the retrofit or replacement of the State's nine toll bridges. Senate Bill (SB) 226 creates the Bay Area Toll Authority and provides the authority with responsibility for the programming, administration and allocation of all revenues for the Bay Area toll bridges. Assembly Bill (AB) 1302 provides the San Diego Association of Governments (SANDAG) with the authority to set the toll rates for the San Diego/Coronado Bridge. Assembly Bill 1302 also provides the SANDAG with the authority to issue revenue bonds against the tolls imposed on the San Diego/Coronado Bridge.

SENATE BILL 60

Senate Bill 60 was signed into law by Governor Wilson on August 20, 1997 (Chapter 327/97). Senate Bill 60 was the result of the Legislature crafting a funding solution that recognizes the retrofitting of toll bridges as both a State and Regional priority. The State share of funding for the toll bridge seismic retrofit program is comprised of \$790 million from Proposition 192 and an additional \$875 million from the State Highway Account (SHA) and Public Transportation Account (PTA). The Regional share of funding is \$875 million. This amount may increase depending on the design selected for the replacement of the east span of the San Francisco/Oakland Bay Bridge (SFOBB) or any amenities requested by the Bay Area.

State Share of Funding

Senate Bill 60 sets aside \$790 million from Proposition 192 funds for the Toll Bridge Seismic Retrofit Program. Senate Bill 60 also states that no less than \$745 million will be contributed from the SHA and no more than \$130 million will be contributed from the PTA. The components of the SHA's contribution are \$300 million from program savings and efficiencies, \$75 million from the Traffic Systems Management Program, and \$300 million from the State and Local Transportation Partnership Program (SLTPP) and an additional \$70 million from savings in this program.

The \$130 million contribution from the PTA is from the Transit Capital Improvement (TCI) Program. However, SB 60 allows a reduction in the TCI Program contribution by the amount of any additional savings in the SLTPP that exceeds \$70 million.

Caltrans anticipates future savings in the SLTPP of approximately \$100 million which will increase the contribution from this program to \$400 million and bring the total contribution from the SHA to \$775 million. This will result in a corresponding reduction of \$30 million from the PTA's contribution from the TCI Program, resulting in total contributions of \$100 million from this program.

The entire \$775 million SHA contribution is reflected in the 1998 STIP FE. \$70 million of the \$100 million PTA contribution is reflected in the 1998 STIP FE. The remaining \$30 million is projected to be contributed in the year beyond the six-year FE period.

Regional Share of Funding

The components of the \$875 million Regional share of funding for the toll bridge seismic retrofit program are \$827 million from a one-dollar toll surcharge on the Bay Area bridges, \$33 million from the San Diego Association of Governments (SANDAG) for the San Diego/Coronado Bridge's contribution, and \$15 million from the Vincent Thomas Toll Bridge Revenue Account.

Senate Bill 60 provides for increases to the contributions from the one-dollar toll surcharge should the Bay Area request any amenities to the bridge design recommended by Caltrans for the new east span of the SFOBB. Senate Bill 60 specifically mentions a single tower cable suspension bridge (at a cost of \$80 million) as an amenity that would be funded from additional toll surcharge revenues.

New Account

Senate Bill 60 creates a Toll Bridge Seismic Retrofit Account in the State Transportation Fund. This account is continuously appropriated to Caltrans for the purpose of funding the toll bridge seismic retrofit program. The contributions from the SHA and PTA and the Regional share of contributions specified by SB 60 will be deposited in this account. After Proposition 192 funds have been fully expended, the remaining toll bridge seismic retrofit projects will be funded directly from the Toll Bridge Seismic Retrofit Account.

Miscellaneous

Senate Bill 60 also requires the maintenance of the San Diego/Coronado Bridge, currently funded by toll revenues, to be funded from the SHA consistent with the provisions of law governing maintenance of the other State owned bridges.

SENATE BILL 226

Senate Bill 226 was also signed into law by Governor Wilson on August 20, 1997 (Chapter 328/97). Senate Bill 226 creates the Bay Area Toll Authority (Authority) which is the same as the Metropolitan Transportation Commission (MTC) and provides the Authority with control of the revenues and programming responsibility for the Bay Area toll bridges. Key elements of SB 226 include:

- Creation of the Bay Area Toll Account which is under the control of the Authority.
- Transfer of existing balances and the deposit of all future revenues for the Northern and Southern Bridge Units into the Bay Area Toll Account (by July 1, 1998). The only revenues exempt from this requirement are the proceeds from the one-dollar surcharge to be implemented for funding the Toll Bridge Seismic Retrofit Program.

- Provides the Authority with programming, administration and allocation of funds in the Bay Area Toll Account.
- Provides for Caltrans to collect tolls, operate, maintain, and provide rehabilitation of the Bay Area bridges, including the toll facilities, and be responsible for the design and construction of improvements on those bridges in accordance with programming and scheduling requirements adopted by the authority.
- Requires Caltrans and the Authority to enter into a cooperative agreement providing for the operating, planning, design, and construction of improvements of the bridges which are to be paid for by revenues collected and deposited into the Bay Area Toll Account.

Senate Bill 226 takes effect January 1, 1998. Because of the changes in programming responsibilities defined by SB 226, FEs were discontinued for the Bay Area toll bridge accounts.

ASSEMBLY BILL 1302

Assembly Bill 1302 (Chapter 777/97) addresses changes pertaining to the San Diego/Coronado Bridge and the San Diego Association of Government's (SANDAG's) role in the administration of that bridge. Key elements of AB 1302 include:

- Clarification that all tolls on the bridge shall be at the rates established by SANDAG.
- Senate Bill 60 sets \$33 million as SANDAG's contribution for the San Diego/Coronado Bridge's share of the funding for the Toll Bridge Seismic Retrofit Program. Assembly Bill 1302 authorizes the SANDAG to issue revenue bonds payable from the tolls imposed on the San Diego/Coronado Bridge which can be used to generate funds to meet the \$33 million obligation.
- States that maintenance of the San Diego/Coronado Bridge shall be funded by the State consistent with the funding of maintenance on the other State owned toll bridges.

Appendix C

1998 STIP

County Share Estimate

COUNTY SHARE ESTIMATE

The purpose of the following charts is to provide a summary the county shares for the 1998 STIP, as calculated under SB 45. For the 1998 STIP, the cumulative county minimum deficit, calculated as under prior law, is to be added to the formula distribution of new STIP funds.

Calculation of Carryover Deficit form the 1996 STIP:

This section of the chart displays the calculation of cumulative county minimum deficits, including county minimums for the four-year periods ending FY 2000-01 and FY 2004-05. The calculation is based on projects programmed in the 1996 STIP, as amended, including new project escalation factors (2.2 percent per year). The calculation shown on the chart begins with the deficit for the period ending FY 1996-97. The amounts in lines 4 and 8 (Amount Already Voted/Programmed, periods ending FY 2000-01 and FY 2004-05) do not include the remaining STIP projects that still count in earlier county minimum periods. Under the old calculation method, most projects count in the 4-year period in which they were first programmed for delivery. The calculation of carryover cumulative deficit is subject to change for STIP amendments and votes through June 1998.

Formula Distribution of New STIP Funds:

Under SB 45, 75 percent of the STIP funds available for new programming are allocated to the regional improvement program and divided into county shares. County shares are calculated first by dividing the regional program, 40 percent to the North 45 counties and **60 percent** to the South 13 counties. Within each of the two county groups, after funding the cumulative county minimum deficits, the funds are distributed between the counties, 75 percent on the basis of population and 25 percent on the basis of State highway miles. For the purpose of this distribution, the area of the Tahoe Regional Planning Agency is treated as a county.

The remaining 25 percent of the STIP funds available for new programming are allocated to the interregional improvement program, for which projects are nominated by Caltrans. Of the 25 percent, 10 percent is subject to the north/south split. The other 15 percent is not subject to any geographic distribution formula and is available for interregional road system projects outside urbanized areas and for intercity rail. A minimum of 15 percent of the 15 percent (or 2.25 percent of new STIP funds) must be programmed for intercity rail. Under restricted circumstances, regional agencies may recommend interregional road system projects for funding from the interregional program. See the CTC's 1998 STIP Interim Guidelines.

TEA Restriction:

Under the Fund Estimate, a portion of new funds is assumed to be Federal funds available only for the Transportation Enhancement Activities (TEA) program. The county share estimate displays amount that is restricted to TEA purposes and the unrestricted balance available for any regional improvement program purpose. The TEA-restricted amount was calculated by applying the 75 percent / 25 percent and county share distribution formulas to the statewide estimate of TEA revenues.

Project Planning, Programming, and Monitoring:

Senate Bill 45 provides that a percentage of the county share is available to regional agencies and county transportation commissions for project planning, programming, and monitoring. For agencies that receive Federal planning funds, the maximum is one-half percent. For others, it is two percent. The county share estimate displays the maximum share for this purpose.

1998 STIP COUNTY SHARE ESTIMATE

Alameda

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	63,033
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	63,033
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	40,256
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	22,777
6	County Minimum, Period Ending FY 2004-05	377
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	23,154
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	23,154
	Special Adjustment, Section 182.5(f)	40,000
10	Formula Distribution, County Share, 1998 STIP	103,505
11	Total County Share of New STIP Funds, 1998 STIP	166,659
12	Amount of County Share Restricted to TEA Projects & Reserve	7,639
13	Unrestricted County Share, 1998 STIP	159,020
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	833

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Alpine

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	336
2	County Minimum, Period Ending FY 2000-01	1,758
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	2,093
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	1,386
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	707
6	County Minimum, Period Ending FY 2004-05	11
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	718
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit, 1996 STIP (line 7 minus line 8, if >0)	718
10	Formula Distribution, County Share, 1998 STIP	2,887
11	Total County Share of New STIP Funds, 1998 STIP	3,605
12	Amount of County Share Restricted to TEA Projects & Reserve	213
13	Unrestricted County Share, 1998 STIP	3,392
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	72

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Amador/Calaveras

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	8,580
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	8,580
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	13,582
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	51
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	51
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit, 1996 STIP (line 7 minus line 8, if >0)	51
10	Formula Distribution, County Share, 1998 STIP	14,090
11	Total County Share of New STIP Funds, 1998 STIP	14,141
12	Amount of County Share Restricted to TEA Projects & Reserve	1,040
13	Unrestricted County Share, 1998 STIP	13,101
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	283

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Butte

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	21,367
2	County Minimum, Period Ending FY 2000-01	12,151
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	33,519
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	32,983
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	536
6	County Minimum, Period Ending FY 2004-05	73
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	608
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit, 1996 STIP (line 7 minus line 8, if >0)	608
10	Formula Distribution, County Share, 1998 STIP	19,954
11	Total County Share of New STIP Funds, 1998 STIP	20,562
12	Amount of County Share Restricted to TEA Projects & Reserve	1,473
13	Unrestricted County Share, 1998 STIP	19,089
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	103

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Colusa

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	3,117
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	3,117
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	2,604
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	513
6	County Minimum, Period Ending FY 2004-05	19
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	532
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit, 1996 STIP (line 7 minus line 8, if >0)	532
10	Formula Distribution, County Share, 1998 STIP	5,119
11	Total County Share of New STIP Funds, 1998 STIP	5,651
12	Amount of County Share Restricted to TEA Projects & Reserve	378
13	Unrestricted County Share, 1998 STIP	5,274
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	113

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Contra Costa

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	39,266
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	39,266
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	6,464
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	32,802
6	County Minimum, Period Ending FY 2004-05	235
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	33,037
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	5,836
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	27,201
10	Formula Distribution, County Share, 1998 STIP	64,478
11	Total County Share of New STIP Funds, 1998 STIP	91,679
12	Amount of County Share Restricted to TEA Projects & Reserve	4,759
13	Unrestricted County Share, 1998 STIP	86,920
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	458

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Del Norte

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	1,426
2	County Minimum, Period Ending FY 2000-01	2,977
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	4,403
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	11,675
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	18
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	18
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	18
10	Formula Distribution, County Share, 1998 STIP	4,889
11	Total County Share of New STIP Funds, 1998 STIP	4,906
12	Amount of County Share Restricted to TEA Projects & Reserve	361
13	Unrestricted County Share, 1998 STIP	4,546
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	98

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

El Dorado LTC

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	896
2	County Minimum, Period Ending FY 2000-01	7,195
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	8,091
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	13,031
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	43
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	43
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	43
10	Formula Distribution, County Share, 1998 STIP	11,814
11	Total County Share of New STIP Funds, 1998 STIP	11,857
12	Amount of County Share Restricted to TEA Projects & Reserve	872
13	Unrestricted County Share, 1998 STIP	10,985
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	237

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Fresno

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	41,462
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	41,462
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	59,700
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	248
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	248
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	248
10	Formula Distribution, County Share, 1998 STIP	68,085
11	Total County Share of New STIP Funds, 1998 STIP	68,332
12	Amount of County Share Restricted to TEA Projects & Reserve	5,025
13	Unrestricted County Share, 1998 STIP	63,308
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	342

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Glenn

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	3,415
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	3,415
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	3,415
6	County Minimum, Period Ending FY 2004-05	20
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	3,435
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	3,435
10	Formula Distribution, County Share, 1998 STIP	5,607
11	Total County Share of New STIP Funds, 1998 STIP	9,043
12	Amount of County Share Restricted to TEA Projects & Reserve	414
13	Unrestricted County Share, 1998 STIP	8,629
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	181

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Humboldt

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	12,431
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	12,431
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	1,311
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	11,120
6	County Minimum, Period Ending FY 2004-05	74
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	11,194
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	11,194
10	Formula Distribution, County Share, 1998 STIP	20,413
11	Total County Share of New STIP Funds, 1998 STIP	31,607
12	Amount of County Share Restricted to TEA Projects & Reserve	1,507
13	Unrestricted County Share, 1998 STIP	30,100
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	632

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Imperial

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	14,563
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	14,563
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	64,102
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	7,615
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	7,615
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	40,115
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	0
10	Formula Distribution, County Share, 1998 STIP	35,705
11	Total County Share of New STIP Funds, 1998 STIP	35,705
12	Amount of County Share Restricted to TEA Projects & Reserve	2,341
13	Unrestricted County Share, 1998 STIP	33,364
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	714

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Inyo

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	12,330
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	12,330
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	17,917
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	6,448
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	6,448
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	2,798
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	3,650
10	Formula Distribution, County Share, 1998 STIP	30,229
11	Total County Share of New STIP Funds, 1998 STIP	33,878
12	Amount of County Share Restricted to TEA Projects & Reserve	1,982
13	Unrestricted County Share, 1998 STIP	31,897
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	678

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Kern

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	40,990
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	40,990
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	81,039
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	21,435
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	21,435
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	21,435
10	Formula Distribution, County Share, 1998 STIP	100,498
11	Total County Share of New STIP Funds, 1998 STIP	121,933
12	Amount of County Share Restricted to TEA Projects & Reserve	6,588
13	Unrestricted County Share, 1998 STIP	115,345
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	610

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Kings

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	7,896
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	7,896
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	390
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	7,506
6	County Minimum, Period Ending FY 2004-05	47
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	7,553
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	7,553
10	Formula Distribution, County Share, 1998 STIP	12,965
11	Total County Share of New STIP Funds, 1998 STIP	20,518
12	Amount of County Share Restricted to TEA Projects & Reserve	957
13	Unrestricted County Share, 1998 STIP	19,561
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	410

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Lake

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	5,127
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	5,127
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	1,915
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	3,212
6	County Minimum, Period Ending FY 2004-05	31
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	3,243
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	3,243
10	Formula Distribution, County Share, 1998 STIP	8,419
11	Total County Share of New STIP Funds, 1998 STIP	11,662
12	Amount of County Share Restricted to TEA Projects & Reserve	621
13	Unrestricted County Share, 1998 STIP	11,041
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	233

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Lassen

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	7,500
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	7,500
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	7,500
6	County Minimum, Period Ending FY 2004-05	45
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	7,544
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	7,544
10	Formula Distribution, County Share, 1998 STIP	12,315
11	Total County Share of New STIP Funds, 1998 STIP	19,860
12	Amount of County Share Restricted to TEA Projects & Reserve	909
13	Unrestricted County Share, 1998 STIP	18,951
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	397

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Los Angeles

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	301,066
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	301,066
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	353,589
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	157,438
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	157,438
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	356,790
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	0
10	Formula Distribution, County Share, 1998 STIP	738,137
11	Total County Share of New STIP Funds, 1998 STIP	738,137
12	Amount of County Share Restricted to TEA Projects & Reserve	48,388
13	Unrestricted County Share, 1998 STIP	689,749
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	14,763

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Madera

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	6,775
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	6,775
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	16,500
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	41
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	41
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	41
10	Formula Distribution, County Share, 1998 STIP	11,125
11	Total County Share of New STIP Funds, 1998 STIP	11,166
12	Amount of County Share Restricted to TEA Projects & Reserve	821
13	Unrestricted County Share, 1998 STIP	10,345
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	223

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Marin

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	10,042
2	County Minimum, Period Ending FY 2000-01	12,990
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	23,032
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	31,096
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	78
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	78
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	78
10	Formula Distribution, County Share, 1998 STIP	21,331
11	Total County Share of New STIP Funds, 1998 STIP	21,409
12	Amount of County Share Restricted to TEA Projects & Reserve	1,574
13	Unrestricted County Share, 1998 STIP	19,834
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	107

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Mariposa

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	809
2	County Minimum, Period Ending FY 2000-01	2,524
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	3,334
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	4,568
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	15
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	15
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	15
10	Formula Distribution, County Share, 1998 STIP	4,145
11	Total County Share of New STIP Funds, 1998 STIP	4,160
12	Amount of County Share Restricted to TEA Projects & Reserve	306
13	Unrestricted County Share, 1998 STIP	3,854
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	83

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Mendocino

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	11,587
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	11,587
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	67,962
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	69
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	69
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	69
10	Formula Distribution, County Share, 1998 STIP	19,027
11	Total County Share of New STIP Funds, 1998 STIP	19,096
12	Amount of County Share Restricted to TEA Projects & Reserve	1,404
13	Unrestricted County Share, 1998 STIP	17,692
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	382

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Merced

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	13,460
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	13,460
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	29,570
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	80
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	80
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	80
10	Formula Distribution, County Share, 1998 STIP	22,103
11	Total County Share of New STIP Funds, 1998 STIP	22,184
12	Amount of County Share Restricted to TEA Projects & Reserve	1,631
13	Unrestricted County Share, 1998 STIP	20,552
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	111

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

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1998 STIP COUNTY SHARE ESTIMATE

Modoc

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	4,114
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	4,114
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	4,114
6	County Minimum, Period Ending FY 2004-05	25
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	4,139
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	4,139
10	Formula Distribution, County Share, 1998 STIP	6,756
11	Total County Share of New STIP Funds, 1998 STIP	10,895
12	Amount of County Share Restricted to TEA Projects & Reserve	499
13	Unrestricted County Share, 1998 STIP	10,396
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	218

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Mono

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	9,033
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	9,033
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	3,612
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	5,421
6	County Minimum, Period Ending FY 2004-05	4,724
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	10,145
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	10,145
10	Formula Distribution, County Share, 1998 STIP	22,147
11	Total County Share of New STIP Funds, 1998 STIP	32,292
12	Amount of County Share Restricted to TEA Projects & Reserve	1,452
13	Unrestricted County Share, 1998 STIP	30,840
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	646

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Monterey

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	15,339
2	County Minimum, Period Ending FY 2000-01	22,300
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	37,639
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	92,379
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	133
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	133
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	133
10	Formula Distribution, County Share, 1998 STIP	36,619
11	Total County Share of New STIP Funds, 1998 STIP	36,752
12	Amount of County Share Restricted to TEA Projects & Reserve	2,703
13	Unrestricted County Share, 1998 STIP	34,049
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	735

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Napa

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	9,415
2	County Minimum, Period Ending FY 2000-01	7,399
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	16,814
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	30,021
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	44
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	44
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	44
10	Formula Distribution, County Share, 1998 STIP	12,150
11	Total County Share of New STIP Funds, 1998 STIP	12,194
12	Amount of County Share Restricted to TEA Projects & Reserve	897
13	Unrestricted County Share, 1998 STIP	11,298
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	61

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Nevada

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	6,289
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	6,289
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	20,200
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	38
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	38
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	38
10	Formula Distribution, County Share, 1998 STIP	10,327
11	Total County Share of New STIP Funds, 1998 STIP	10,365
12	Amount of County Share Restricted to TEA Projects & Reserve	762
13	Unrestricted County Share, 1998 STIP	9,603
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	207

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Orange

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	34,291
2	County Minimum, Period Ending FY 2000-01	81,906
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	116,196
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	155,740
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	42,831
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	42,831
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	23,342
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	19,489
10	Formula Distribution, County Share, 1998 STIP	200,812
11	Total County Share of New STIP Funds, 1998 STIP	220,302
12	Amount of County Share Restricted to TEA Projects & Reserve	13,164
13	Unrestricted County Share, 1998 STIP	207,137
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	4,406

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Placer TPA

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	10,183
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	10,183
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	750
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	9,433
6	County Minimum, Period Ending FY 2004-05	61
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	9,494
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	9,494
10	Formula Distribution, County Share, 1998 STIP	16,722
11	Total County Share of New STIP Funds, 1998 STIP	26,216
12	Amount of County Share Restricted to TEA Projects & Reserve	1,234
13	Unrestricted County Share, 1998 STIP	24,982
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	524

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Plumas

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	4,670
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	4,670
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	1,473
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	3,197
6	County Minimum, Period Ending FY 2004-05	28
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	3,225
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	3,225
10	Formula Distribution, County Share, 1998 STIP	7,668
11	Total County Share of New STIP Funds, 1998 STIP	10,893
12	Amount of County Share Restricted to TEA Projects & Reserve	566
13	Unrestricted County Share, 1998 STIP	10,327
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	218

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Riverside

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	56,118
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	56,118
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	98,051
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	29,346
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	29,346
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	19,828
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	9,518
10	Formula Distribution, County Share, 1998 STIP	137,587
11	Total County Share of New STIP Funds, 1998 STIP	147,105
12	Amount of County Share Restricted to TEA Projects & Reserve	9,019
13	Unrestricted County Share, 1998 STIP	138,086
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	2,942

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

San Bernardino

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	77,671
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	77,671
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	54,511
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	23,160
6	County Minimum, Period Ending FY 2004-05	40,617
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	63,776
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	63,776
10	Formula Distribution, County Share, 1998 STIP	190,429
11	Total County Share of New STIP Funds, 1998 STIP	254,205
12	Amount of County Share Restricted to TEA Projects & Reserve	12,483
13	Unrestricted County Share, 1998 STIP	241,721
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	5,084

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

San Diego

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	94,443
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	94,443
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	114,129
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	49,388
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	49,388
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	134,416
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	0
10	Formula Distribution, County Share, 1998 STIP	231,551
11	Total County Share of New STIP Funds, 1998 STIP	231,551
12	Amount of County Share Restricted to TEA Projects & Reserve	15,179
13	Unrestricted County Share, 1998 STIP	216,372
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	1,158

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Sacramento

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	92,969
2	County Minimum, Period Ending FY 2000-01	52,518
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	145,488
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	135,703
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	9,785
6	County Minimum, Period Ending FY 2004-05	314
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	10,099
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	10,099
10	Formula Distribution, County Share, 1998 STIP	86,239
11	Total County Share of New STIP Funds, 1998 STIP	96,338
12	Amount of County Share Restricted to TEA Projects & Reserve	6,365
13	Unrestricted County Share, 1998 STIP	89,973
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	482

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

San Benito

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	3,724
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	3,724
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	2,187
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	1,537
6	County Minimum, Period Ending FY 2004-05	22
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	1,560
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	1,560
10	Formula Distribution, County Share, 1998 STIP	6,116
11	Total County Share of New STIP Funds, 1998 STIP	7,675
12	Amount of County Share Restricted to TEA Projects & Reserve	451
13	Unrestricted County Share, 1998 STIP	7,224
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	154

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

San Francisco

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	33,938
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	33,938
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	37,782
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	203
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	203
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	203
10	Formula Distribution, County Share, 1998 STIP	55,729
11	Total County Share of New STIP Funds, 1998 STIP	55,932
12	Amount of County Share Restricted to TEA Projects & Reserve	4,113
13	Unrestricted County Share, 1998 STIP	51,819
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	280

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

San Joaquin

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	3,113
2	County Minimum, Period Ending FY 2000-01	27,520
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	30,633
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	6,994
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	23,639
6	County Minimum, Period Ending FY 2004-05	165
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	23,804
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	23,804
10	Formula Distribution, County Share, 1998 STIP	45,189
11	Total County Share of New STIP Funds, 1998 STIP	68,993
12	Amount of County Share Restricted to TEA Projects & Reserve	3,335
13	Unrestricted County Share, 1998 STIP	65,658
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	345

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

San Luis Obispo

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	16,889
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	16,889
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	4,918
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	11,971
6	County Minimum, Period Ending FY 2004-05	8,832
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	20,802
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	20,802
10	Formula Distribution, County Share, 1998 STIP	41,407
11	Total County Share of New STIP Funds, 1998 STIP	62,209
12	Amount of County Share Restricted to TEA Projects & Reserve	2,714
13	Unrestricted County Share, 1998 STIP	59,494
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	311

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

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1998 STIP COUNTY SHARE ESTIMATE

San Mateo

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	34,306
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	34,306
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	57,582
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	205
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	205
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	205
10	Formula Distribution, County Share, 1998 STIP	56,334
11	Total County Share of New STIP Funds, 1998 STIP	56,539
12	Amount of County Share Restricted to TEA Projects & Reserve	4,158
13	Unrestricted County Share, 1998 STIP	52,381
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	283

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

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1998 STIP COUNTY SHARE ESTIMATE

Santa Barbara

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	28,144
2	County Minimum, Period Ending FY 2000-01	19,896
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	48,040
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	50,071
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	10,404
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	10,404
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	10,404
10	Formula Distribution, County Share, 1998 STIP	48,780
11	Total County Share of New STIP Funds, 1998 STIP	59,184
12	Amount of County Share Restricted to TEA Projects & Reserve	3,198
13	Unrestricted County Share, 1998 STIP	55,986
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	296

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

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1998 STIP COUNTY SHARE ESTIMATE

Santa Clara

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	74,091
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	74,091
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	108,249
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	443
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	443
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	443
10	Formula Distribution, County Share, 1998 STIP	121,664
11	Total County Share of New STIP Funds, 1998 STIP	122,107
12	Amount of County Share Restricted to TEA Projects & Reserve	8,979
13	Unrestricted County Share, 1998 STIP	113,128
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	611

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Santa Cruz

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	13,110
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	13,110
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	8,496
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	4,614
6	County Minimum, Period Ending FY 2004-05	78
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	4,692
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	4,692
10	Formula Distribution, County Share, 1998 STIP	21,528
11	Total County Share of New STIP Funds, 1998 STIP	26,220
12	Amount of County Share Restricted to TEA Projects & Reserve	1,589
13	Unrestricted County Share, 1998 STIP	24,631
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	524

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

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1998 STIP COUNTY SHARE ESTIMATE

Shasta

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	13,217
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	13,217
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	13,217
6	County Minimum, Period Ending FY 2004-05	79
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	13,296
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	13,296
10	Formula Distribution, County Share, 1998 STIP	21,703
11	Total County Share of New STIP Funds, 1998 STIP	34,999
12	Amount of County Share Restricted to TEA Projects & Reserve	1,602
13	Unrestricted County Share, 1998 STIP	33,397
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	175

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Sierra

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	2,167
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	2,167
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	2,167
6	County Minimum, Period Ending FY 2004-05	13
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	2,180
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	2,180
10	Formula Distribution, County Share, 1998 STIP	3,558
11	Total County Share of New STIP Funds, 1998 STIP	5,738
12	Amount of County Share Restricted to TEA Projects & Reserve	263
13	Unrestricted County Share, 1998 STIP	5,475
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	115

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Siskiyou

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	9,218
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	9,218
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	2,701
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	6,517
6	County Minimum, Period Ending FY 2004-05	55
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	6,572
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	6,572
10	Formula Distribution, County Share, 1998 STIP	15,136
11	Total County Share of New STIP Funds, 1998 STIP	21,708
12	Amount of County Share Restricted to TEA Projects & Reserve	1,117
13	Unrestricted County Share, 1998 STIP	20,591
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	434

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Solano

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	10,698
2	County Minimum, Period Ending FY 2000-01	18,900
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	29,598
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	46,221
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	113
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	113
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	113
10	Formula Distribution, County Share, 1998 STIP	31,036
11	Total County Share of New STIP Funds, 1998 STIP	31,149
12	Amount of County Share Restricted to TEA Projects & Reserve	2,291
13	Unrestricted County Share, 1998 STIP	28,858
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	156

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Sonoma

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	22,843
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	22,843
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	2,885
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	19,958
6	County Minimum, Period Ending FY 2004-05	137
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	20,094
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	20,094
10	Formula Distribution, County Share, 1998 STIP	37,510
11	Total County Share of New STIP Funds, 1998 STIP	57,604
12	Amount of County Share Restricted to TEA Projects & Reserve	2,768
13	Unrestricted County Share, 1998 STIP	54,836
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	288

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

* Only the regional agency nominates projects for programming from the county's share of the 75% of new STIP funds that are for the regional improvement program.

* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Stanislaus

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	20,767
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	20,767
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	20,767
6	County Minimum, Period Ending FY 2004-05	124
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	20,891
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	20,891
10	Formula Distribution, County Share, 1998 STIP	34,101
11	Total County Share of New STIP Funds, 1998 STIP	54,992
12	Amount of County Share Restricted to TEA Projects & Reserve	2,517
13	Unrestricted County Share, 1998 STIP	52,476
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	275

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Sutter

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	4,683
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	4,683
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	3,351
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	1,332
6	County Minimum, Period Ending FY 2004-05	28
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	1,360
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	1,360
10	Formula Distribution, County Share, 1998 STIP	7,690
11	Total County Share of New STIP Funds, 1998 STIP	9,050
12	Amount of County Share Restricted to TEA Projects & Reserve	568
13	Unrestricted County Share, 1998 STIP	8,483
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	45

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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* Caltrans nominates projects for programming from the 25% share of new STIP funds that are for the interregional improvement program. Under restricted circumstances, a region may also recommend a project for funding from the interregional share. See the California Transportation Commission's 1998 STIP Interim Guidelines.

1998 STIP COUNTY SHARE ESTIMATE

Tahoe RPA

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	3,121
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	3,121
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	3,121
6	County Minimum, Period Ending FY 2004-05	19
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	3,140
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	3,140
10	Formula Distribution, County Share, 1998 STIP	5,126
11	Total County Share of New STIP Funds, 1998 STIP	8,266
12	Amount of County Share Restricted to TEA Projects & Reserve	378
13	Unrestricted County Share, 1998 STIP	7,887
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	165

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Tehama

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	1,753
2	County Minimum, Period Ending FY 2000-01	6,543
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	8,296
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	6,636
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	1,660
6	County Minimum, Period Ending FY 2004-05	39
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	1,699
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	1,699
10	Formula Distribution, County Share, 1998 STIP	10,744
11	Total County Share of New STIP Funds, 1998 STIP	12,444
12	Amount of County Share Restricted to TEA Projects & Reserve	793
13	Unrestricted County Share, 1998 STIP	11,651
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	249

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Trinity

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	4,867
2	County Minimum, Period Ending FY 2000-01	4,752
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	9,619
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	0
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	9,619
6	County Minimum, Period Ending FY 2004-05	28
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	9,648
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	9,648
10	Formula Distribution, County Share, 1998 STIP	7,804
11	Total County Share of New STIP Funds, 1998 STIP	17,452
12	Amount of County Share Restricted to TEA Projects & Reserve	576
13	Unrestricted County Share, 1998 STIP	16,876
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	349

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Tulare

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	30,672
2	County Minimum, Period Ending FY 2000-01	19,453
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	50,125
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	79,355
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	10,173
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	10,173
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	10,173
10	Formula Distribution, County Share, 1998 STIP	47,694
11	Total County Share of New STIP Funds, 1998 STIP	57,867
12	Amount of County Share Restricted to TEA Projects & Reserve	3,127
13	Unrestricted County Share, 1998 STIP	54,741
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	289

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Tuolumne

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	5,403
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	5,403
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	33,278
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	32
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	32
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	32
10	Formula Distribution, County Share, 1998 STIP	8,872
11	Total County Share of New STIP Funds, 1998 STIP	8,905
12	Amount of County Share Restricted to TEA Projects & Reserve	655
13	Unrestricted County Share, 1998 STIP	8,250
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	178

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Ventura

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	28,402
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	28,402
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	26,908
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	1,494
6	County Minimum, Period Ending FY 2004-05	14,852
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	16,347
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	16,347
10	Formula Distribution, County Share, 1998 STIP	69,635
11	Total County Share of New STIP Funds, 1998 STIP	85,982
12	Amount of County Share Restricted to TEA Projects & Reserve	4,565
13	Unrestricted County Share, 1998 STIP	81,417
14	6-Year Maximum for Project Planning, Programming, and Monitoring (2% of line 11)	1,720

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1998 STIP COUNTY SHARE ESTIMATE

Yolo

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	0
2	County Minimum, Period Ending FY 2000-01	10,174
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	10,174
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	8,166
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	2,008
6	County Minimum, Period Ending FY 2004-05	61
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	2,068
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	2,068
10	Formula Distribution, County Share, 1998 STIP	16,706
11	Total County Share of New STIP Funds, 1998 STIP	18,774
12	Amount of County Share Restricted to TEA Projects & Reserve	1,233
13	Unrestricted County Share, 1998 STIP	17,541
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	94

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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1998 STIP COUNTY SHARE ESTIMATE

Yuba

(\$1,000's)

Calculation of Carryover Deficit from 1996 STIP:

1	Deficit, Period Ending FY 1996-97	96
2	County Minimum, Period Ending FY 2000-01	4,007
3	Subtotal Available, Period Ending FY 2000-01 (lines 1 plus 2)	4,103
4	Amount Already Voted/Programmed, Period Ending FY 2000-01	35,958
5	Deficit, Period Ending FY 2000-01 (line 3 minus line 4, if >0)	0
6	County Minimum, Period Ending FY 2004-05	24
7	Subtotal Available, Period Ending FY 2004-05 (lines 5 plus 6)	24
8	Amount Already Voted/Programmed, Period Ending FY 2004-05	0
9	Cumulative Deficit from 1996 STIP (line 7 minus line 8, if >0)	24
10	Formula Distribution, County Share, 1998 STIP	6,580
11	Total County Share of New STIP Funds, 1998 STIP	6,604
12	Amount of County Share Restricted to TEA Projects & Reserve	486
13	Unrestricted County Share, 1998 STIP	6,118
14	6-Year Maximum for Project Planning, Programming, and Monitoring (0.5% of line 11)	33

* The Cumulative Deficit from the 1996 STIP is subject to adjustment through June 1998. Adjustments will be made for 1996 STIP amendments and votes that vary from programmed amounts.

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