

# **2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE**

Adopted by California Transportation Commission  
August 14, 2025



PREPARED BY CALIFORNIA DEPARTMENT OF TRANSPORTATION  
CALIFORNIA STATE TRANSPORTATION AGENCY



## **2026 STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE**

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*The 2026 State Transportation Improvement Program Fund Estimate Book was prepared by the California Department of Transportation, Division of Budgets, Revenue Forecasting and Financial Analysis Branch, and is available online at <https://dot.ca.gov/programs/budgets>*

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## ACRONYMS AND ABBREVIATIONS

AB	Assembly Bill
AC	Advanced Construction
ATP	Active Transportation Program
CMIA	Corridor Mobility Improvement Account
Commission/CTC	California Transportation Commission
Controller	State Controller's Office
COS	Capital Outlay Support
CCPI	California Consumer Price Index
Department/Caltrans	California Department of Transportation
DOF	Department of Finance
EPA	Environmental Protection Agency
FE	Fund Estimate
FTF	Federal Trust Fund
GC	Government Code
GF	General Fund
GO	General Obligation
HRCSA	Highway-Railroad Crossing Safety Account
HSRPA	Highway, Safety, Rehabilitation and Preservation Account
IIJA	Infrastructure Investment and Jobs Act
LA	Local Assistance
LBSRA	Local Bridge Seismic Retrofit Account
OA	Obligation Authority
PTA	Public Transportation Account
PTMISEA	Public Transportation Modernization, Improvement & Service Enhancement Account
PUC	Public Utilities Code
RMRA	Road Maintenance and Rehabilitation Account
R/W	Right-of-Way
S&HC	Streets & Highways Code
SAFE	Safer Affordable Fuel Efficient
SB	Senate Bill
SHA	State Highway Account

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## ACRONYMS AND ABBREVIATIONS (CONTINUED)

SHOPP	State Highway Operation and Protection Program
SHS	State Highway System
SLPP	State-Local Partnership Program
SR 99	State Route 99 Account
SRA	State Rail Assistance
STA	State Transit Assistance
STIP	State Transportation Improvement Program
STO	State Treasurer's Office
TCEA	Trade Corridors Enhancement Account
TCIF	Trade Corridors Improvement Fund
TFA	Transportation Facilities Account
TIRCP	Transit & Intercity Rail Capital Program

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## EXECUTIVE SUMMARY

On August 14, 2025, the California Transportation Commission adopted the 2026 State Transportation Improvement Program (STIP) Fund Estimate (FE). The STIP FE is a biennial estimate of all resources available for the state's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and the State Highway Operation and Protection Program (SHOPP). The 2026 STIP FE period covers state fiscal years 2026-27 through 2030-31, with 2025-26 included as the base year.

The 2026 STIP FE incorporates Governor Newsom's Executive Order N-79-20 which requires that all new cars and passenger trucks sold are zero-emission vehicles (ZEV) by 2035. The Order also requires the same emissions status for medium and heavy-duty vehicles by 2045. ZEVs include battery-electric vehicles, hydrogen fuel cell vehicles and plug-in hybrid electric vehicles. This transition from smog-producing vehicles to ZEVs will dramatically reduce demand for gasoline and diesel fuels, which will negatively impact transportation revenues. Excise taxes collected from the consumption of vehicle fuel is the largest state revenue source for transportation.

### STIP Capacity

STIP projects add new development to the state's transportation infrastructure. The 2026 STIP FE includes a total estimate of \$2.7 billion in program target capacity over the five-year FE period. Program capacity represents the total value of projects that can be funded each year, including construction, right-of-way (R/W), and support. Support consists of preliminary engineering, planning, design, and construction engineering. From the \$2.7 billion in total estimated program capacity over the 2026 STIP FE, new STIP capacity currently available for programming is approximately \$1.1 billion over the FE period.

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

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

- STIP capacity over the 2026 five-year FE period is five percent lower compared to the 2024 five-year FE period. STIP capacity in the future will depend primarily on the inflationary component of the incremental excise tax revenues outpacing the reduction in gasoline consumption, and the diesel sales tax revenues remaining stable.



## SHOPP Capacity

SHOPP projects are funded with federal and state resources and consist of major rehabilitation work on the State Highway System. The 2026 STIP FE forecasts SHOPP capacity of \$21.7 billion over the five-year FE period. Similar to the STIP, SHOPP capacity represents the total value of projects that can be funded each year, and includes construction, R/W, and support. From the \$21.7 billion in total estimated program capacity over the 2026 STIP FE, new SHOPP capacity currently available for programming is about \$11.1 billion over the FE period.

<b>2026 STIP FE</b> <b>SHOPP Program Capacity</b> (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>2026 STIP FE SHOPP Target Capacity</b>	<b>\$5,100</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,400</b>	<b>\$21,700</b>	<b>\$26,800</b>
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
<b>New SHOPP Program Capacity</b>	<b>(\$140)</b>	<b>(\$940)</b>	<b>(\$1,040)</b>	<b>\$4,300</b>	<b>\$4,400</b>	<b>\$4,400</b>	<b>\$11,120</b>	<b>\$10,980</b>
<b>Cumulative Difference</b>	<b>(\$140)</b>	<b>(\$1,080)</b>	<b>(\$2,120)</b>	<b>\$2,180</b>	<b>\$6,580</b>	<b>\$10,980</b>		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

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

- SHOPP capacity over the 2026 five-year FE period is 16 percent lower compared to the 2024 five-year FE period, due to additional commitments associated with unprogrammed costs, including increased frequency of emergency projects and increased costs for projects.

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## Challenges

Various risks exist that may impact the forecasted program capacity for the STIP and the SHOPP, including:

- **Federal Highway Act Expiration:** The Infrastructure Investment and Jobs Act (IIJA) is set to expire at the end of Federal Fiscal Year (FFY) 2026. However, in the absence of a new Federal Highway Act, Congress can choose to extend funding for an additional period, generally at the prior year's appropriation level, to provide short-term transportation funding. Because adjustments in federal funding brought about by a new Act are difficult to predict and may dramatically alter the resources available for allocation on projects, future FE cycles may incorporate adjustments in accordance with new federal authority.
- **Governor's Zero-Emission Executive Order N-79-20:** In September 2020, Governor Newsom signed an Executive Order which requires the sale of all new passenger vehicles to be zero-emission by 2035. The Order also includes further actions to eliminate emissions from the transportation sector. The transportation sector is responsible for more than half of all of California's carbon pollution, 80 percent of smog-forming pollution and 95 percent of diesel emissions. The shift in emissions will have a sizable influence on gasoline consumption and excise tax revenues in future years.
- **Advanced Clean Cars II Regulations:** In August 2022, the California Air Resources Board approved the Advanced Clean Cars (ACC) II augmentation, which set regulations for California's path to quickly reduce light-duty, pickup truck and SUV emissions beginning with the 2026 models through 2035. The Zero-Emission Vehicle Regulation, which was designed to achieve the state's long-term emission reduction goals, was amended to increase requirements of ZEV sales and associated actions to support the wide-scale adoption. The Low-Emission Vehicle Regulation was also amended to include increasingly stringent standards for smog producing vehicles. Because the majority of transportation resources are generated from excise taxes on fuel, this long-term trend has the potential to impact STIP and SHOPP program capacity in later years. In May 2025, the US Senate voted to overturn three Environmental Protection Agency (EPA) waivers that allowed California to set stricter vehicle emission standards than those required by the federal government. These waivers were related to the ACC II, Advanced Clean Trucks, and Heavy-Duty Omnibus vehicle emissions programs. This action effectively blocks California's ZEV mandate and other stricter emissions regulations for cars and trucks. These waivers were overturned using the Congressional Review Act, which allows Congress to overturn certain recently finalized regulations with a simple majority vote in both the House and Senate. In June 2025, Governor Newsom signed an executive order reaffirming the state's efforts to transition away from fossil fuels and begin development of ACC III. This action builds on the lawsuit the state filed against the federal administration to protect California's clean air authority in May.

- **Safer Affordable Fuel-Efficient (SAFE) Standards:** In 2020, the National Highway Traffic Safety Administration (NHTSA) and the EPA issued a joint final rule, establishing new standards to regulate model year 2021 through 2026 passenger cars and light trucks. The intent of the standard is to continue to improve vehicle fuel economy and reduce greenhouse gas emissions. Under the standards, each light vehicle model produced for sale in the United States will have a fuel economy target. Consequently, vehicles will be able to drive greater distances while consuming less fuel over time. Excise tax on fuels constitute the majority of transportation resources, making fuel efficiency a variable with increased potential to impact STIP and SHOPP program capacity in later years.
- **Corporate Average Fuel Economy (CAFE) Standards:** In July 2023, the NHTSA proposed new CAFE standards for passenger cars and light trucks built in model years 2027 through 2032, and new fuel efficiency standards for heavy-duty pickup trucks and vans built in model years 2030 through 2035. The proposal would require an industry fleet-wide average of approximately 58 miles per gallon for passenger cars and light trucks in model year 2032. For heavy-duty pickup trucks and vans, the proposal would increase fuel efficiency by 10 percent year over year. Because the majority of transportation resources are generated from excise taxes on fuel, this long-term trend has the potential to impact STIP and SHOPP program capacity in later years.
- **Alternative Fuel Vehicles:** The state's innovative vehicle standards have progressed to the point where alternative fuel vehicles have emerged in the market. Investments in alternative fuels and vehicle technologies include, but are not limited to: electric drive, hydrogen, natural gas, propane, and biofuels. The current fuel tax structure is based on vehicles using petroleum-based fuels. Senate Bill (SB) 1 includes an annual vehicle registration fee applicable only to ZEV which adjusts for inflation annually. However, as alternative fuel vehicles add complexity to the existing tax structure by diversifying fuel types and gaining greater market share over gasoline and diesel, the state will need to continue to explore a tax structure that accounts for all fuel types in order to maintain appropriate transportation revenue levels.

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## INTRODUCTION

Section 14524 of the Government Code (GC) requires the California Department of Transportation (Department) to develop a biennial State Transportation Improvement Program (STIP) Fund Estimate (FE). The FE includes a forecast, in annual increments, of all federal and state funds expected to be available for programming in the next STIP, and a plan to manage these funds over the subsequent five years. The 2026 STIP FE covers the period from fiscal year 2026-27 through 2030-31, with 2025-26 included as the base year.

Sections 14524 and 14525 of the GC requires the Department to present a FE to the California Transportation Commission (Commission) by July 15<sup>th</sup>, and the Commission to adopt a FE by August 15<sup>th</sup> of each odd-numbered year. Section 14525(d) authorizes the Commission to postpone adoption of the FE for up to 90 days. Section 14529(d) of the GC requires the Commission to adopt a STIP based on the funding levels identified in the adopted FE by April 1<sup>st</sup> of each even-numbered year. On August 14, 2025, the Commission adopted the funding levels indicated in the 2026 STIP FE. Listed below are the dates and milestones used for the development of the 2026 STIP FE.

<u>Date</u>	<u>Milestone</u>
March 21, 2025	The Department presented Draft Assumptions for the 2026 STIP FE.
May 15, 2025	The Commission approved the 2026 STIP FE Assumptions.
June 26, 2025	The Department delivered the Draft 2026 STIP FE to the Commission.
July 22, 2025	The Department provided supplemental background and details regarding the development of the 2026 STIP FE at a workshop.
August 14, 2025	The Commission adopted funding levels identified in the Proposed 2026 STIP FE.

### **The 2026 STIP Fund Estimate**

The STIP and the State Highway Operation and Protection Program (SHOPP) comprise the major portion of the state's transportation infrastructure programs. The primary source of funding for the STIP is a portion of the incremental excise tax on gasoline (22.4 cents per gallon for 2025-26). The primary sources of funding for the SHOPP are state and federal excise taxes on motor vehicle fuels. Article XIX of the California Constitution protects both state excise tax on fuel and resources in the Public Transportation Account (PTA), that fund transit STIP, from diversions for non-transportation purposes.

## Methodology

The Commission, in consultation with the Department, Regional Transportation Planning Agencies, and county transportation commission staff, determined the methodology and assumptions used to develop the 2026 STIP FE. The Commission approved the methodologies and assumptions at its meeting on May 15, 2025. Listed below are significant methodologies included in the 2026 STIP FE. A summary of the approved assumptions is included in Appendix E.

- A cash flow model is used in the development of the FE tables. This model displays a forecast of new, target STIP and SHOPP program capacity based on the cash flow required to manage existing commitments and the allocation of capital projects. The Department developed program expenditure and cash flow estimates by working with each respective Division within the Department.
- Section 14524(c) of the GC requires the FE to display revenues that are based on existing state and federal statutes. The 2026 STIP FE was developed within the constraints of existing state and federal statutes. Revenue estimates for future periods utilize historical trends and the economic outlook as a basis.
- Section 14525.1 of the GC requires the FE to use an inflation rate that has been established by the Department of Finance (DOF). The FE assumes a price escalation rate of 3.21 percent for select state operations expenditures, not including capital outlay support (COS), which is recalculated each year. Therefore, the FE reflects a 3.21 percent annual escalation for state operations covering 2026-27 through 2030-31.
- Per Section 52 of the 2026 STIP Guidelines, the Department recommends that local agencies use an escalation rate of 3.21 percent per year for operational expenditures, as indicated in the above bullet. The Department recommends that local agencies escalate capital costs by 6.19 percent per year, beginning in 2026-27.
- SB 45 (Chapter 622, Statutes of 1997) allows the Commission to leave current levels of programmed project development costs (i.e. pre-construction expenditures) unaltered if expenditures are within 20 percent of the amount programmed for this component. These allowances **are not** included in the 2026 STIP FE.
- The FE contains a calculation whereby available cash balances are used to determine STIP and SHOPP program capacity. Program capacity represents the total construction, R/W and support costs necessary to fund new projects each year. The conversion to capacity optimizes funding based on historical component expenditures for each program, while taking into consideration the prudent cash balance and annual fluctuations of program levels.

- The FE tables calculate commitments as project phases that are programmed to begin prior to June 30, 2026. The 2026 STIP FE methodology assumes that all preliminary engineering components programmed to begin in 2025-26 will have the accompanying construction engineering programmed in future years as well.

The FE tables **do not** display commitments of any other phases included in target STIP and SHOPP program capacity for 2026-27 through 2030-31. These costs should be considered during the programming process to ensure resources are not over-committed.

## Revenues

Section 14524(c) of the GC requires the FE to base revenue assumptions on existing state and federal statutes; however, existing law cannot guarantee that the Department will realize and/or retain certain revenues over the FE period. If a new Federal Highway Act is not delivered on a timely basis, there is no assurance of federal funding levels in future years. If funding levels in the new federal act are not scaled in accordance to the growth of the prior act, the SHA may not be able to cover the difference and still maintain asset classes at levels prescribed in the Transportation Asset Management Plan.



## STATE TRANSPORTATION IMPROVEMENT PROGRAM FUND ESTIMATE

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

- **State Highway Account and Federal Trust Fund** – The SHA, FTF, and RMRA are the sole funding sources for the SHOPP. The SHA and FTF also fund STIP highway projects. SB 1 provides for the deposit of various taxes and fees into the RMRA.
  - **SHOPP funding** – The majority of SHA revenues dedicated to the SHOPP are derived from state excise taxes on gasoline and diesel fuel. State excise taxes that contribute directly to the SHOPP are 23.3 cents per gallon for gasoline and 20.7 cents per gallon for diesel in 2025-26, and are adjusted annually for inflation using the California Consumer Price Index, as required by SB 1. Approximately 64 percent of revenues generated from state excise taxes on gasoline and diesel are for the SHOPP.

Vehicle weight fees are directed to the Transportation Debt Service Fund (TDSF) pursuant to Assembly Bill (AB) 105. In turn, an off the top amount of incremental excise tax is provided to the SHA to backfill for amounts directed to the TDSF. After the SHA receives the backfill portion, the General Fund (GF) receives miscellaneous transfers derived from the excise tax. The SHOPP receives 12 percent of the remaining excise tax after the SHA backfill and the GF transfer (see Appendix A for further details).

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

- **STIP funding** – STIP funding is also benefited by SB 1, similarly to SHOPP funding. The incremental excise tax for 2025-26 is 22.4 cents per gallon, which will continue to be adjusted annually for inflation. After accounting for the weight fee backfill and miscellaneous transfers to the GF, SHA revenues dedicated to the STIP are primarily generated from a 44 percent apportionment of the excise tax on gasoline.
- **Road Maintenance and Rehabilitation Account** – The RMRA was established through the enactment of SB 1. Revenue sources to the RMRA consist of taxes and fees including 15.5 cents per gallon gasoline tax in 2025-26, the \$118 annual registration fee for zero-emission vehicles in 2025-26, 50 percent of the 25.9 cents per gallon diesel excise tax, and a portion of annual transportation improvement fees that are based upon vehicle market value. After specified program investments, 50 percent of the remaining revenue is continuously appropriated to the Department for SHOPP and maintenance purposes.
- **Public Transportation Account** – The Department uses the PTA to fund transportation planning, mass transportation, the Intercity Rail program, and transit STIP projects. PTA resources are primarily generated from the sales taxes on diesel fuel.

## 2026 STIP FE Program Capacity (Target Capacity)

**STIP Program Capacity:** The table below displays the total and annual program capacities available for the 2026 STIP. Target Capacity represents the total value of projects, including construction, R/W, and support, that can be funded each year. The 2024 STIP Program line represents the annual amount of projects programmed each year in the 2024 STIP. “New STIP Program Capacity” is the difference between the 2026 STIP FE Target Capacity and the 2024 STIP, which also identifies any excess or shortage of capacity to fund the current program. Detailed information on resources and expenditures are available in the appendices, by fund.

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

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

## STIP Highlights

- The 2026 STIP FE estimates STIP capacity of \$2.7 billion over the five-year FE period. This covers the estimated 2026 STIP program and adds \$1.1 billion in new STIP capacity.
- SB 1 sets the incremental excise tax rate on gasoline at 22.4 cents per gallon as of 2025-26 with annual adjustments for inflation. STIP resources are more dependent upon gasoline consumption and economic growth rather than on the excise tax rate, which fluctuated significantly in the past before SB 1 established a set rate. The set rate is expected to stabilize STIP resources but not necessarily STIP capacity as STIP capacity is impacted by several more variables.
- Continued expansion of alternative energy fuels and Governor Newsom’s Executive Order N-79-20 poses impacts to funding sources. Current resources are primarily derived from consumption of petroleum-based fuels. Tax increases provided by past legislation may offer short-term solutions to funding shortfalls in the near-term, but a more sustainable form of transportation funding should continue to be considered.

**SHOPP Program Capacity:** The table below displays the total and annual SHOPP capacities over the FE period. Target Capacity represents the total value of SHOPP projects, including construction, R/W, and support, that can be funded each year after funding existing and ongoing commitments. The 2024 SHOPP Program line represents the SHOPP projects currently programmed each year in the 2024 program. “New SHOPP Program Capacity” is the difference between the 2026 STIP FE Target Capacity and the 2024 SHOPP Capacity” and identifies any excess or shortage of program capacity to fund the current program.

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

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

## SHOPP Highlights

- The 2026 STIP FE includes a SHOPP capacity of \$21.7 billion over the five-year FE period. This covers the existing SHOPP and adds over \$11.1 billion in new SHOPP capacity.
- RMRA resources have been included in the 2026 STIP FE SHOPP Target Capacity in the table above. The RMRA contains multiple funding sources including gasoline excise taxes (15.5 cents per gallon), diesel excise taxes (50 percent of 25.9 cents per gallon), an annual registration fee for ZEVs (\$118 in 2025), and a portion of annual transportation improvement fees that are based upon the vehicle market value.
  - The RMRA is first required to allocate resources to the following: Local Partnership Program (\$200 million annually), ATP (\$100 million annually), bridges and culverts (\$400 million annually), Freeway Service Patrol (\$25 million annually), local planning grants (\$25 million annually), as well as other programs. The remaining balance after specified allocations is to be shared 50/50 between local agencies and the Department for maintenance and SHOPP purposes.

## COUNTY AND INTERREGIONAL SHARE ESTIMATES

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

The 2026 STIP FE indicates that there is negative program capacity for the PTA. This means that transit projects currently programmed or proposed for programming in the STIP must be eligible for SHA funds and federal funds.

The following tables display STIP county and interregional shares and targets for the 2026 STIP.

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

This table lists the net changes to program capacity from the 2026 STIP FE to the capacity used in the County and Interregional Shares. This table also separates the program capacity by PTA and SHA capacity. The table is based on Commission actions through June 30, 2025.

### Table 2. Summary of Targets and Shares

This table takes into account all county and interregional share balances through the June 2025 Commission meeting, as well as new statewide STIP capacity. For each county and the interregional share, the table identifies the following target amounts:

- Total Target: This target is determined by calculating the STIP formula share of all new capacity through 2030-31. The calculation of this target is shown in Table 3.
- Maximum: This target is determined by estimating the STIP formula share of all available new capacity through the end of the county share period in 2031-32. This represents the maximum amount that the Commission may program in a county, other than advancing future shares, pursuant to Streets and Highways Code Section 188.8(j), to a county with a population of under one million. The calculation of this target is shown in Table 4.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Target Through 2030-31: This section calculates the total target. The total target is the formula distribution of new capacity available through 2030-31 adjusted for carryover balances and lapses.
  - Formula Distribution: This is the 2026 STIP share through 2030-31. It is the formula distribution of program capacity available through 2030-31. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
  - Add Back 2023-24 & 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2022-23. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
  - Net Share (Total Target): This is the 2026 STIP target through 2030-31. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
  - Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2030-31) is insufficient to cover prior advances.

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

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

- Net Carryover: These columns display the current share status, including STIP allocations and amendments through the June 2025 Commission meeting. Positive numbers indicate unprogrammed shares, and negative numbers indicate shares that were advanced.
- 2026 STIP Target Through 2030-31: This section calculates the total target. The total target is the formula distribution of new capacity available through 2030-31 adjusted for carryover balances and lapses.



- Formula Distribution: This is the 2026 STIP share through 2030-31. It is the formula distribution of program capacity available through 2030-31. The amount distributed is the new capacity less the unprogrammed shares, lapses, and the decrease in advances.
- Add Back 2023-24 & 2024-25 Lapses: This identifies the amount for projects lapsed in 2023-24 and 2022-23. These amounts are credited back in the 2026 STIP Fund Estimate to county and interregional shares for the four-year share period beginning 2028-29.
- Net Share (Total Target): This is the 2026 STIP target through 2030-31. The Net Share (Total Target) is calculated by adding to the formula distribution the lapses and the unprogrammed balance or balance advanced. In cases where the distribution of new capacity is insufficient to cover prior advances (i.e., the Net Share would be less than zero), a zero appears in the Net Share column.
- Net Advance: Numbers in this column represent advances against future capacity. This occurs when the distribution of new shares (through 2030-31) is insufficient to cover prior advances.

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

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

- Total: This section identifies the shares for the 2028-29 through 2030-31 share period based upon the 2024 and 2026 Fund Estimates. These are the amounts against which the 5 percent is applied.
- 5 percent PPM Limitation: These are the PPM limitations for the 2028-29 through 2030-31 share period.

**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ in millions)

	Public Transportation Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
<b>Public Transportation Account (PTA)</b>								
2026 FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
<b>Total 2026 STIP FE PTA Capacity</b>	<b>\$60</b>	<b>\$60</b>	<b>\$80</b>	<b>\$60</b>	<b>\$50</b>	<b>\$50</b>	<b>\$300</b>	<b>\$360</b>
<b>2024 STIP Program <sup>1</sup></b>	<b>\$47</b>	<b>\$43</b>	<b>\$89</b>	<b>\$412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$544</b>	<b>\$590</b>
Extensions	\$61	\$29	\$0	\$0	\$0	\$0	\$29	\$90
Advances	(\$10)	\$0	\$0	\$0	\$0	\$0	\$0	(\$10)
<b>Net PTA STIP Program</b>	<b>\$97</b>	<b>\$72</b>	<b>\$89</b>	<b>\$412</b>	<b>\$0</b>	<b>\$0</b>	<b>\$573</b>	<b>\$670</b>
<b>PTA Capacity for County Shares</b>	<b>(\$37)</b>	<b>(\$12)</b>	<b>(\$9)</b>	<b>(\$352)</b>	<b>\$50</b>	<b>\$50</b>	<b>(\$273)</b>	<b>(\$310)</b>
<b>Cumulative</b>	<b>(\$37)</b>	<b>(\$49)</b>	<b>(\$58)</b>	<b>(\$410)</b>	<b>(\$360)</b>	<b>(\$310)</b>		

  

	State Highway Account						5-Year	6-Year
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	Total	Total
<b>State Highway Account (SHA)</b>								
2026 FE SHA Target Capacity	\$525	\$500	\$500	\$500	\$460	\$450	\$2,410	\$2,935
<b>Total 2026 STIP FE SHA Capacity</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$460</b>	<b>\$450</b>	<b>\$2,410</b>	<b>\$2,935</b>
<b>2024 STIP Program <sup>1</sup></b>	<b>\$527</b>	<b>\$427</b>	<b>\$491</b>	<b>\$105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,023</b>	<b>\$1,550</b>
Extensions	\$134	\$54	\$0	\$0	\$0	\$0	\$54	\$188
Advances	(\$40)	(\$25)	\$0	\$0	\$0	\$0	(\$25)	(\$65)
<b>Net SHA STIP Program</b>	<b>\$621</b>	<b>\$456</b>	<b>\$491</b>	<b>\$105</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,052</b>	<b>\$1,673</b>
<b>SHA Capacity for County Shares</b>	<b>(\$96)</b>	<b>\$44</b>	<b>\$9</b>	<b>\$395</b>	<b>\$460</b>	<b>\$450</b>	<b>\$1,358</b>	<b>\$1,262</b>
<b>Cumulative</b>	<b>(\$96)</b>	<b>(\$52)</b>	<b>(\$44)</b>	<b>\$352</b>	<b>\$812</b>	<b>\$1,262</b>		

  

<b>Total Capacity</b>	<b>(\$133)</b>	<b>\$32</b>	<b>\$0</b>	<b>\$43</b>	<b>\$510</b>	<b>\$500</b>	<b>\$1,085</b>	<b>\$952</b>
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**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2024 STIP as of June 30, 2025 (draft 2025 Orange Book)

**Table 2 - Summary of Targets and Shares**  
(\$ in thousands)

County	2026 STIP Programming	
	Total Target Share through 2030-31	Maximum Estimated Share through 2031-32
Alameda	11,252	25,844
Alpine	0	0
Amador	2,423	3,372
Butte	3,099	5,730
Calaveras	1,514	2,623
Colusa	3,569	4,313
Contra Costa	13,618	23,596
Del Norte	0	0
El Dorado LTC	0	0
Fresno	14,611	25,316
Glenn	1,153	1,932
Humboldt	2,523	5,293
Imperial	30,772	35,842
Inyo	6,082	10,067
Kern	26,371	40,980
Kings	0	614
Lake	7,226	8,447
Lassen	4,351	6,116
Los Angeles	134,483	218,369
Madera	4,535	6,444
Marin	0	0
Mariposa	3,168	3,885
Mendocino	0	485
Merced	4,834	8,376
Modoc	3,404	4,353
Mono	4,882	7,860
Monterey	19,367	24,345
Napa	0	0
Nevada	2,946	4,473
Orange	24,718	51,467
Placer TPA	824	4,687
Plumas	0	826
Riverside	32,749	56,746
Sacramento	50,396	64,236
San Benito	0	0
San Bernardino	37,351	64,719
San Diego	0	0
San Francisco	9,887	17,132
San Joaquin	10,370	17,969
San Luis Obispo	8,573	13,885
San Mateo	46,627	53,851
Santa Barbara	8,981	14,998
Santa Clara	52,730	69,604
Santa Cruz	3,817	6,613
Shasta	9,201	12,243
Sierra	2,574	3,099
Siskiyou	2,944	5,080
Solano	0	0
Sonoma	7,030	12,156
Stanislaus	8,876	14,234
Sutter	3,857	5,071
Tahoe RPA	1,943	2,601
Tehama	7,817	9,367
Trinity	6,972	8,095
Tulare	0	6,652
Tuolumne	4,401	5,628
Ventura	113,783	122,529
Yolo	2,656	5,242
Yuba	16,518	17,496
Statewide Regional	781,778	1,144,902
Interregional	169,872	306,748
<b>TOTAL</b>	<b>951,650</b>	<b>1,451,650</b>

  

	New Capacity
Statewide SHA Capacity	1,261,908
Statewide PTA Capacity	(310,258)
<b>Total STIP Capacity</b>	<b>951,650</b>

**Table 3 - Calculation of New Programming Targets and Shares - Total Target**  
(\$ in thousands)

County	Net Carryover		2026 STIP Share through 2030-31			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Total Target)	Net Advance
Alameda	0	(8,664)	19,916	0	11,252	0
Alpine	0	(1,511)	572	0	0	(939)
Amador	1,052	0	1,295	76	2,423	0
Butte	0	(492)	3,591	0	3,099	0
Calaveras	0	0	1,514	0	1,514	0
Colusa	2,553	0	1,016	0	3,569	0
Contra Costa	0	0	13,618	0	13,618	0
Del Norte	0	(3,682)	929	0	0	(2,753)
El Dorado LTC	0	(20,591)	2,651	0	0	(17,940)
Fresno	0	0	14,611	0	14,611	0
Glenn	90	0	1,063	0	1,153	0
Humboldt	0	(1,258)	3,781	0	2,523	0
Imperial	23,853	0	6,919	0	30,772	0
Inyo	643	0	5,439	0	6,082	0
Kern	6,434	0	19,937	0	26,371	0
Kings	0	(4,129)	2,737	0	0	(1,392)
Lake	5,558	0	1,668	0	7,226	0
Lassen	1,942	0	2,409	0	4,351	0
Los Angeles	0	0	114,483	20,000	134,483	0
Madera	1,931	0	2,604	0	4,535	0
Marin	0	(11,562)	3,499	0	0	(8,063)
Mariposa	2,188	0	980	0	3,168	0
Mendocino	0	(5,776)	3,613	0	0	(2,163)
Merced	0	0	4,834	0	4,834	0
Modoc	2,109	0	1,295	0	3,404	0
Mono	817	0	4,065	0	4,882	0
Monterey	0	(2,136)	6,794	14,709	19,367	0
Napa	0	(6,682)	2,276	0	0	(4,406)
Nevada	863	0	2,083	0	2,946	0
Orange	0	(11,786)	36,504	0	24,718	0
Placer TPA	0	(4,449)	5,273	0	824	0
Plumas	0	(1,686)	1,449	0	0	(237)
Riverside	0	0	32,749	0	32,749	0
Sacramento	31,371	0	18,888	137	50,396	0
San Benito	0	(11,338)	1,319	0	0	(10,019)
San Bernardino	0	0	37,351	0	37,351	0
San Diego	0	(179,915)	42,222	5,700	0	(131,993)
San Francisco	0	0	9,887	0	9,887	0
San Joaquin	0	0	10,370	0	10,370	0
San Luis Obispo	1,324	0	7,249	0	8,573	0
San Mateo	31,290	0	9,860	5,477	46,627	0
Santa Barbara	770	0	8,211	0	8,981	0
Santa Clara	0	0	23,028	29,702	52,730	0
Santa Cruz	0	0	3,817	0	3,817	0
Shasta	5,049	0	4,152	0	9,201	0
Sierra	1,858	0	716	0	2,574	0
Siskiyou	30	0	2,914	0	2,944	0
Solano	0	(10,654)	6,091	0	0	(4,563)
Sonoma	34	0	6,996	0	7,030	0
Stanislaus	1,563	0	7,313	0	8,876	0
Sutter	2,200	0	1,657	0	3,857	0
Tahoe RPA	1,044	0	899	0	1,943	0
Tehama	5,701	0	2,116	0	7,817	0
Trinity	2,740	0	1,532	2,700	6,972	0
Tulare	0	(9,247)	9,176	0	0	(71)
Tuolumne	2,726	0	1,675	0	4,401	0
Ventura	101,847	0	11,936	0	113,783	0
Yolo	0	(3,528)	3,528	2,656	2,656	0
Yuba	15,183	0	1,335	0	16,518	0
Statewide Regional	254,763	(299,086)	560,405	81,157	781,778	(184,539)
Interregional	0	(78,966)	186,801	62,037	169,872	0
TOTAL	254,763	(378,052)	747,206	143,194	951,650	(184,539)
Statewide SHA Capacity					1,261,908	
Statewide PTA Capacity					(310,258)	
Total					951,650	

**Table 4 - Calculation of Targets and Shares - Maximum**  
(\$ in thousands)

County	Net Carryover		2026 STIP Estimated Share through 2031-32			
	Unprogrammed Balance	Balance Advanced	Formula Distribution	Add Back Lapses 2023-24 & 2024-25	Net Share (Maximum)	Net Advance
Alameda	0	(8,664)	34,508	0	25,844	0
Alpine	0	(1,511)	991	0	0	(520)
Amador	1,052	0	2,244	76	3,372	0
Butte	0	(492)	6,222	0	5,730	0
Calaveras	0	0	2,623	0	2,623	0
Colusa	2,553	0	1,760	0	4,313	0
Contra Costa	0	0	23,596	0	23,596	0
Del Norte	0	(3,682)	1,610	0	0	(2,072)
El Dorado LTC	0	(20,591)	4,594	0	0	(15,997)
Fresno	0	0	25,316	0	25,316	0
Glenn	90	0	1,842	0	1,932	0
Humboldt	0	(1,258)	6,551	0	5,293	0
Imperial	23,853	0	11,989	0	35,842	0
Inyo	643	0	9,424	0	10,067	0
Kern	6,434	0	34,546	0	40,980	0
Kings	0	(4,129)	4,743	0	614	0
Lake	5,558	0	2,889	0	8,447	0
Lassen	1,942	0	4,174	0	6,116	0
Los Angeles	0	0	198,369	20,000	218,369	0
Madera	1,931	0	4,513	0	6,444	0
Marin	0	(11,562)	6,062	0	0	(5,500)
Mariposa	2,188	0	1,697	0	3,885	0
Mendocino	0	(5,776)	6,261	0	485	0
Merced	0	0	8,376	0	8,376	0
Modoc	2,109	0	2,244	0	4,353	0
Mono	817	0	7,043	0	7,860	0
Monterey	0	(2,136)	11,772	14,709	24,345	0
Napa	0	(6,682)	3,944	0	0	(2,738)
Nevada	863	0	3,610	0	4,473	0
Orange	0	(11,786)	63,253	0	51,467	0
Placer TPA	0	(4,449)	9,136	0	4,687	0
Plumas	0	(1,686)	2,512	0	826	0
Riverside	0	0	56,746	0	56,746	0
Sacramento	31,371	0	32,728	137	64,236	0
San Benito	0	(11,338)	2,285	0	0	(9,053)
San Bernardino	0	0	64,719	0	64,719	0
San Diego	0	(179,915)	73,160	5,700	0	(101,055)
San Francisco	0	0	17,132	0	17,132	0
San Joaquin	0	0	17,969	0	17,969	0
San Luis Obispo	1,324	0	12,561	0	13,885	0
San Mateo	31,290	0	17,084	5,477	53,851	0
Santa Barbara	770	0	14,228	0	14,998	0
Santa Clara	0	0	39,902	29,702	69,604	0
Santa Cruz	0	0	6,613	0	6,613	0
Shasta	5,049	0	7,194	0	12,243	0
Sierra	1,858	0	1,241	0	3,099	0
Siskiyou	30	0	5,050	0	5,080	0
Solano	0	(10,654)	10,554	0	0	(100)
Sonoma	34	0	12,122	0	12,156	0
Stanislaus	1,563	0	12,671	0	14,234	0
Sutter	2,200	0	2,871	0	5,071	0
Tahoe RPA	1,044	0	1,557	0	2,601	0
Tehama	5,701	0	3,666	0	9,367	0
Trinity	2,740	0	2,655	2,700	8,095	0
Tulare	0	(9,247)	15,899	0	6,652	0
Tuolumne	2,726	0	2,902	0	5,628	0
Ventura	101,847	0	20,682	0	122,529	0
Yolo	0	(3,528)	6,114	2,656	5,242	0
Yuba	15,183	0	2,313	0	17,496	0
Statewide Regional	254,763	(299,086)	971,032	81,157	1,144,902	(137,035)
Interregional	0	(78,966)	323,677	62,037	306,748	0
TOTAL	254,763	(378,052)	1,294,709	143,194	1,451,650	(137,035)
Statewide SHA Capacity					1,711,908	
Statewide PTA Capacity					(260,258)	
Total					1,451,650	

**Table 5 - Planning, Programming, and Monitoring (PPM) Limitations**  
(\$ in thousands)

County	2024 STIP FY 2028-29	2026 STIP 2028-29 through 2030-31	Total 2028-29 through 2030-31	5% PPM Limitation 2028-29 through 2030-31
Alameda	14,859	19,916	34,775	1,739
Alpine	426	572	998	50
Amador	965	1,295	2,260	113
Butte	2,679	3,591	6,270	314
Calaveras	1,129	1,514	2,643	132
Colusa	757	1,016	1,773	89
Contra Costa	10,161	13,618	23,779	1,189
Del Norte	693	929	1,622	81
El Dorado LTC	1,976	2,651	4,627	231
Fresno	10,899	14,611	25,510	1,276
Glenn	792	1,063	1,855	93
Humboldt	2,819	3,781	6,600	330
Imperial	5,147	6,919	12,066	603
Inyo	4,042	5,439	9,481	474
Kern	14,844	19,937	34,781	1,739
Kings	2,042	2,737	4,779	239
Lake	1,243	1,668	2,911	146
Lassen	1,795	2,409	4,204	210
Los Angeles	85,396	114,483	199,879	9,994
Madera	1,943	2,604	4,547	227
Marin	2,610	3,499	6,109	305
Mariposa	730	980	1,710	86
Mendocino	2,693	3,613	6,306	315
Merced	3,605	4,834	8,439	422
Modoc	965	1,295	2,260	113
Mono	3,021	4,065	7,086	354
Monterey	5,067	6,794	11,861	593
Napa	1,697	2,276	3,973	199
Nevada	1,554	2,083	3,637	182
Orange	27,403	36,504	63,907	3,195
Placer TPA	4,043	5,273	9,316	466
Plumas	1,080	1,449	2,529	126
Riverside	24,414	32,749	57,163	2,858
Sacramento	14,093	18,888	32,981	1,649
San Benito	996	1,319	2,315	116
San Bernardino	27,868	37,351	65,219	3,261
San Diego	31,526	42,222	73,748	3,687
San Francisco	7,378	9,887	17,265	863
San Joaquin	7,736	10,370	18,106	905
San Luis Obispo	5,396	7,249	12,645	632
San Mateo	7,356	9,860	17,216	861
Santa Barbara	6,116	8,211	14,327	716
Santa Clara	17,182	23,028	40,210	2,011
Santa Cruz	2,847	3,817	6,664	333
Shasta	3,096	4,152	7,248	362
Sierra	534	716	1,250	63
Siskiyou	2,172	2,914	5,086	254
Solano	4,544	6,091	10,635	532
Sonoma	5,218	6,996	12,214	611
Stanislaus	5,456	7,313	12,769	638
Sutter	1,236	1,657	2,893	145
Tahoe RPA	611	899	1,510	76
Tehama	1,577	2,116	3,693	185
Trinity	1,142	1,532	2,674	134
Tulare	6,833	9,176	16,009	800
Tuolumne	1,249	1,675	2,924	146
Ventura	8,897	11,936	20,833	1,042
Yolo	2,632	3,528	6,160	308
Yuba	995	1,335	2,330	117
<b>Statewide</b>	<b>418,175</b>	<b>560,405</b>	<b>978,580</b>	<b>48,929</b>

Note: Limitation amounts include amounts already programmed.



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## APPENDICES

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## **APPENDIX A – STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND**

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

In order to replace this loss of funding, AB 105 also required the State Controller’s Office (Controller) to allocate a portion of the incremental excise tax on gasoline to backfill the weight fees. After accounting for the weight fee backfill and miscellaneous transfers to the GF, 12 percent of the remaining incremental excise tax revenue is transferred to the SHA for the SHOPP and 44 percent is transferred to the SHA for STIP.

SB 1 replaced the price-base excise tax with an incremental excise tax of 22.4 cents per gallon as of 2025-26, including the annual adjustment for inflation. Per statute, new taxes and fees going forward will be adjusted for inflation, which represents an important shift from prior legislation that did not have a provision for inflationary adjustments.

Federal funds are used to reimburse the SHA for expenditures on federally-eligible projects. SHA and federal resources constitute the primary funding sources for the maintenance program and the SHOPP, which is a program that rehabilitates, improves safety, and preserves lane miles on the SHS.

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

## Resources Available for Programming

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

2026 STIP FE SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE SHOPP Target Capacity	\$5,100	\$4,300	\$4,300	\$4,300	\$4,400	\$4,400	\$21,700	\$26,800
2024 SHOPP Program	5,240	5,240	5,340	0	0	0	10,580	15,820
New SHOPP Program Capacity	(\$140)	(\$940)	(\$1,040)	\$4,300	\$4,400	\$4,400	\$11,120	\$10,980
Cumulative Difference	(\$140)	(\$1,080)	(\$2,120)	\$2,180	\$6,580	\$10,980		
Estimated Capital Allocation Capacity	\$3,800	\$3,200	\$3,200	\$3,200	\$3,300	\$3,300		

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

2026 STIP FE STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE Target Capacity	\$585	\$560	\$580	\$560	\$510	\$500	\$2,710	\$3,295
2024 STIP Program	718	528	580	517	0	0	1,625	2,343
New STIP Program Capacity	(\$133)	\$32	\$0	\$43	\$510	\$500	\$1,085	\$952
Cumulative Difference	(\$133)	(\$101)	(\$102)	(\$58)	\$452	\$952		
Estimated Capital Allocation Capacity	\$470	\$450	\$460	\$450	\$410	\$400		

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

The SHA and FTF table on page 26 displays \$13.5 billion in SHOPP capacity and the RMRA table on page 32 displays \$8.2 billion in RMRA capacity for a combined \$21.7 billion in SHOPP capacity over the five-year FE period. There is approximately \$11.1 billion in new SHOPP capacity.

The SHA and FTF table on page 26 displays approximately \$2.4 billion in STIP capacity and the PTA table on page 34 displays \$300 million in PTA capacity over the five-year FE period. There is an estimated \$1.1 billion in new STIP program capacity.

## SHA Highlights

- The SHA cash balance as of July 1, 2025, was approximately \$1.1 billion. Project advancements from the prior FE cycle has increased commitments and continued early investment of funding in the 2026 STIP FE is expected to reduce the cash balance.
- SHA resources remaining, after existing commitments have been deducted, will be used to fund the SHOPP and STIP in the 2026 STIP FE. In addition, the SHOPP will be constrained in the FE, with an estimated average annual Target Capacity of \$4.3 billion per year across all identified funding sources.
- Rates established by SB 1 for incremental excise taxes on gasoline are expected to provide a more predictable level of resources for the STIP. The rate is adjusted annually for inflation. Previously, the Board of Equalization would adjust the tax rate annually in response to fuel price changes in the market.
- Per assumption SHA 8, federal OA is equal to the average proportion of federal apportionments available over the preceding six-years with base year of \$5.2 billion and escalated annually at the approximate rate of inflationary funding adjustment from the Infrastructure Investment and Jobs Act.





**2026 STIP FUND ESTIMATE**  
**STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS**  
(\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,053							\$1,053
Fuel Excise Taxes (Base)	\$2,192	\$2,205	\$2,223	\$2,234	\$2,243	\$2,257	\$11,161	\$13,354
Fuel Excise Taxes (Incremental)	2,133	2,155	2,172	2,190	2,208	2,236	10,961	13,094
Net Weight Fees	0	0	0	0	0	0	0	0
Misc. Revenues	408	400	390	380	370	370	1,908	2,316
Net Transfers - Others	(178)	(174)	(174)	(175)	(176)	(175)	(875)	(1,053)
Expenditures - Other Departmental	(764)	(728)	(750)	(752)	(748)	(754)	(3,732)	(4,496)
Total State Resources	\$4,844	\$3,857	\$3,860	\$3,877	\$3,897	\$3,933	\$19,425	\$24,269
Obligation Authority (OA)	\$5,194	\$5,287	\$5,382	\$5,479	\$5,577	\$5,677	\$27,403	\$32,596
August Redistribution	495	495	495	495	495	495	2,475	2,970
Other Federal Resources	(414)	(416)	(419)	(421)	(421)	(421)	(2,097)	(2,511)
Total Federal Resources	\$5,275	\$5,366	\$5,459	\$5,553	\$5,652	\$5,752	\$27,781	\$33,055
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$10,119</b>	<b>\$9,223</b>	<b>\$9,319</b>	<b>\$9,430</b>	<b>\$9,549</b>	<b>\$9,684</b>	<b>\$47,205</b>	<b>\$57,324</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$1,681)</b>	<b>(\$1,729)</b>	<b>(\$1,777)</b>	<b>(\$1,827)</b>	<b>(\$1,878)</b>	<b>(\$1,930)</b>	<b>(\$9,141)</b>	<b>(\$10,823)</b>
<b>MAINTENANCE</b>	<b>(\$1,471)</b>	<b>(\$1,518)</b>	<b>(\$1,566)</b>	<b>(\$1,617)</b>	<b>(\$1,669)</b>	<b>(\$1,722)</b>	<b>(\$8,092)</b>	<b>(\$9,562)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$215)	(\$214)	(\$213)	(\$214)	(\$211)	(\$208)	(\$1,061)	(\$1,276)
State & Federal LA	(2,121)	(2,171)	(2,215)	(2,258)	(2,292)	(2,330)	(11,266)	(13,387)
<b>TOTAL LA</b>	<b>(\$2,336)</b>	<b>(\$2,385)</b>	<b>(\$2,428)</b>	<b>(\$2,472)</b>	<b>(\$2,503)</b>	<b>(\$2,538)</b>	<b>(\$12,327)</b>	<b>(\$14,663)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$1,173)	(\$915)	(\$675)	(\$531)	(\$364)	(\$220)	(\$2,705)	(\$3,878)
SHOPP Minor	(104)	(107)	(111)	(115)	(120)	(124)	(578)	(682)
Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
<b>TOTAL SHOPP COS</b>	<b>(\$1,334)</b>	<b>(\$1,080)</b>	<b>(\$844)</b>	<b>(\$704)</b>	<b>(\$541)</b>	<b>(\$402)</b>	<b>(\$3,570)</b>	<b>(\$4,904)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$2,853)	(\$291)	(\$143)	(\$47)	(\$16)	\$0	(\$497)	(\$3,350)
Minor capital	(150)	(145)	(141)	(137)	(133)	(129)	(686)	(835)
R/W Project Delivery	(107)	(95)	(62)	(47)	(51)	(33)	(288)	(395)
Unprogrammed R/W	(33)	(27)	(19)	(9)	(6)	(2)	(63)	(96)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$3,143)</b>	<b>(\$558)</b>	<b>(\$365)</b>	<b>(\$240)</b>	<b>(\$206)</b>	<b>(\$164)</b>	<b>(\$1,534)</b>	<b>(\$4,677)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$9,965)</b>	<b>(\$7,270)</b>	<b>(\$6,981)</b>	<b>(\$6,860)</b>	<b>(\$6,797)</b>	<b>(\$6,756)</b>	<b>(\$34,664)</b>	<b>(\$44,629)</b>
<b>STIP LA</b>								
STIP Off-System	(\$146)	(\$104)	(\$67)	(\$38)	(\$23)	(\$12)	(\$244)	(\$389)
Oversight (Partnership)	(31)	(31)	(30)	(31)	(30)	(30)	(152)	(183)
<b>TOTAL STIP LA</b>	<b>(\$177)</b>	<b>(\$134)</b>	<b>(\$97)</b>	<b>(\$68)</b>	<b>(\$53)</b>	<b>(\$42)</b>	<b>(\$395)</b>	<b>(\$572)</b>
<b>STIP COS</b>	<b>(\$162)</b>	<b>(\$210)</b>	<b>(\$190)</b>	<b>(\$148)</b>	<b>(\$107)</b>	<b>(\$91)</b>	<b>(\$745)</b>	<b>(\$907)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$401)	(\$408)	(\$322)	(\$198)	(\$66)	\$0	(\$994)	(\$1,395)
R/W Project Delivery	(14)	(6)	(2)	(1)	(1)	(1)	(11)	(25)
Unprogrammed R/W	(5)	(3)	(3)	(2)	(2)	(2)	(12)	(17)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$420)</b>	<b>(\$417)</b>	<b>(\$327)</b>	<b>(\$201)</b>	<b>(\$69)</b>	<b>(\$3)</b>	<b>(\$1,017)</b>	<b>(\$1,437)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$758)</b>	<b>(\$761)</b>	<b>(\$614)</b>	<b>(\$417)</b>	<b>(\$229)</b>	<b>(\$136)</b>	<b>(\$2,158)</b>	<b>(\$2,916)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>(\$605)</b>	<b>\$1,192</b>	<b>\$1,724</b>	<b>\$2,153</b>	<b>\$2,523</b>	<b>\$2,792</b>	<b>\$10,384</b>	<b>\$9,779</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$3,300</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$2,700</b>	<b>\$13,500</b>	<b>\$16,800</b>
<b>STIP TARGET CAPACITY</b>	<b>\$525</b>	<b>\$500</b>	<b>\$500</b>	<b>\$500</b>	<b>\$460</b>	<b>\$450</b>	<b>\$2,410</b>	<b>\$2,935</b>

Notes:

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

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**The following two pages contain expanded detail of the  
State Highway Account and Federal Trust Fund table on  
page 26.**



**2026 STIP FUND ESTIMATE**  
**STATE HIGHWAY ACCOUNT & FEDERAL TRUST FUND DETAILS**  
(\$ in millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
<b>BEGINNING BALANCE</b>	\$1,053							\$1,053
<b>FUEL EXCISE TAXES</b>								
State Base Excise Taxes on Fuel	\$2,192	\$2,205	\$2,223	\$2,234	\$2,243	\$2,257	\$11,161	\$13,354
Incremental Excise Taxes on Gasoline	1,511	1,540	1,569	1,600	1,633	1,686	8,029	9,540
Incremental Excise Taxes on Gasoline (STIP)	622	615	602	590	575	550	2,932	3,554
<b>Total Fuel Excise Taxes</b>	<b>\$4,326</b>	<b>\$4,360</b>	<b>\$4,394</b>	<b>\$4,424</b>	<b>\$4,451</b>	<b>\$4,493</b>	<b>\$22,122</b>	<b>\$26,448</b>
<b>NET WEIGHT FEES</b>								
Weight Fees	\$1,342	\$1,372	\$1,405	\$1,439	\$1,476	\$1,537	\$7,229	\$8,571
Less Weight Fee Debt Service	(1,342)	(1,372)	(1,405)	(1,439)	(1,476)	(1,537)	(7,229)	(8,571)
<b>Net Weight Fees</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>
<b>MISCELLANEOUS REVENUES</b>								
Transportation Improvement Fee for Congested Corridor	\$250	\$250	\$250	\$250	\$250	\$250	\$1,250	\$1,500
Freeway Service Patrol Supplement from RMRA	25	25	25	25	25	25	125	150
SMIF	39	31	22	11	1	1	66	105
Other Regulatory Lic. & Prmts	12	15	15	15	14	14	73	85
Rentals of State Property	49	54	54	54	52	53	268	317
Misc. Revenues	33	24	24	25	28	27	126	159
<b>Total Miscellaneous Revenues</b>	<b>\$408</b>	<b>\$400</b>	<b>\$390</b>	<b>\$380</b>	<b>\$370</b>	<b>\$370</b>	<b>\$1,908</b>	<b>\$2,316</b>
<b>NET TRANSFERS - OTHERS</b>								
Public Transportation Account per Sec 194 of the S&HC	(\$25)	(\$25)	(\$25)	(\$25)	(\$25)	(\$25)	(\$125)	(\$150)
Transportation Debt Service Fund per Sec 183 of the S&HC	(82)	(78)	(78)	(79)	(80)	(79)	(394)	(476)
RSTP Exchange	(66)	(66)	(66)	(66)	(66)	(66)	(329)	(395)
MVA per Sec 16475 of the GC	2	2	2	2	2	2	9	11
Environmental Enhancement & Mitigation	(7)	(7)	(7)	(7)	(7)	(7)	(35)	(42)
<b>Total Net Transfers - Others</b>	<b>(\$178)</b>	<b>(\$174)</b>	<b>(\$174)</b>	<b>(\$175)</b>	<b>(\$176)</b>	<b>(\$175)</b>	<b>(\$875)</b>	<b>(\$1,053)</b>
<b>OTHER DEPARTMENTAL EXPENDITURES</b>								
Active Transportation Program Set-Aside	(\$34)	(\$34)	(\$34)	(\$34)	(\$34)	(\$34)	(\$171)	(\$205)
Transportation Improvement Fee to Congested Corridor	(250)	(250)	(250)	(250)	(250)	(250)	(1,250)	(1,500)
RMRA Supplement to Freeway Service Patrol	(25)	(25)	(25)	(25)	(25)	(25)	(125)	(150)
DMV State Ops - Weight Fee Collection	(10)	(9)	(10)	(10)	(10)	(10)	(50)	(60)
CHP State Ops	(117)	(119)	(121)	(123)	(125)	(127)	(616)	(733)
California Transportation Commission	(4)	(4)	(4)	(4)	(4)	(4)	(22)	(26)
Public Utilities Commission	(9)	(9)	(9)	(9)	(9)	(9)	(45)	(55)
Air Resources Board	(0)	(0)	(0)	(0)	(0)	(0)	(1)	(1)
Statewide General Administration	(309)	(273)	(291)	(291)	(285)	(289)	(1,427)	(1,736)
Miscellaneous Departments	(5)	(5)	(5)	(5)	(5)	(5)	(24)	(29)
<b>Total Expenditures (Other Departments)</b>	<b>(\$764)</b>	<b>(\$728)</b>	<b>(\$750)</b>	<b>(\$752)</b>	<b>(\$748)</b>	<b>(\$754)</b>	<b>(\$3,732)</b>	<b>(\$4,496)</b>
<b>TOTAL STATE RESOURCES</b>	<b>\$4,844</b>	<b>\$3,857</b>	<b>\$3,860</b>	<b>\$3,877</b>	<b>\$3,897</b>	<b>\$3,933</b>	<b>\$19,425</b>	<b>\$24,269</b>
<b>OBLIGATION AUTHORITY</b>	<b>\$5,194</b>	<b>\$5,287</b>	<b>\$5,382</b>	<b>\$5,479</b>	<b>\$5,577</b>	<b>\$5,677</b>	<b>\$27,403</b>	<b>\$32,596</b>
<b>AUGUST REDISTRIBUTION</b>	<b>\$495</b>	<b>\$495</b>	<b>\$495</b>	<b>\$495</b>	<b>\$495</b>	<b>\$495</b>	<b>\$2,475</b>	<b>\$2,970</b>
<b>OTHER FEDERAL RESOURCES</b>								
Active Transportation Program	(\$144)	(\$146)	(\$148)	(\$150)	(\$150)	(\$150)	(\$744)	(\$888)
Coordinated Border Infrastructure	(16)	(16)	(16)	(16)	(16)	(16)	(80)	(96)
National Highway Freight Program	(130)	(130)	(130)	(130)	(130)	(130)	(649)	(779)
Section 164 Penalties	(48)	(48)	(48)	(48)	(48)	(48)	(238)	(285)
FTA Metro Planning	(77)	(77)	(77)	(77)	(77)	(77)	(386)	(463)
<b>Total Other Federal Resources</b>	<b>(\$414)</b>	<b>(\$416)</b>	<b>(\$419)</b>	<b>(\$421)</b>	<b>(\$421)</b>	<b>(\$421)</b>	<b>(\$2,097)</b>	<b>(\$2,511)</b>
<b>TOTAL FEDERAL RESOURCES</b>	<b>\$5,275</b>	<b>\$5,366</b>	<b>\$5,459</b>	<b>\$5,553</b>	<b>\$5,652</b>	<b>\$5,752</b>	<b>\$27,781</b>	<b>\$33,055</b>
<b>TOTAL STATE &amp; FEDERAL RESOURCES</b>	<b>\$10,119</b>	<b>\$9,223</b>	<b>\$9,319</b>	<b>\$9,430</b>	<b>\$9,549</b>	<b>\$9,684</b>	<b>\$47,205</b>	<b>\$57,324</b>

Notes:

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

COMMITMENTS								
<b>STATE OPERATIONS</b>								
State Planning and Research	(\$72)	(\$74)	(\$76)	(\$79)	(\$81)	(\$84)	(\$395)	(\$467)
Traffic Operations	(267)	(275)	(284)	(293)	(303)	(312)	(1,467)	(1,734)
Local Assistance	(60)	(62)	(64)	(66)	(68)	(71)	(332)	(392)
Program Development	(49)	(51)	(52)	(54)	(56)	(58)	(270)	(319)
Legal	(151)	(155)	(160)	(166)	(171)	(176)	(829)	(979)
Mass Transportation	(2)	(3)	(3)	(3)	(3)	(3)	(14)	(16)
Rail	(1)	(1)	(1)	(2)	(2)	(2)	(8)	(9)
Transportation Planning	(84)	(87)	(90)	(92)	(95)	(98)	(462)	(547)
Equipment	(517)	(517)	(517)	(517)	(517)	(517)	(2,583)	(3,099)
Administration	(432)	(445)	(460)	(474)	(490)	(505)	(2,374)	(2,806)
BCP Reservation	0	(10)	(20)	(30)	(40)	(50)	(150)	(150)
PIDS	(47)	(48)	(50)	(51)	(53)	(55)	(257)	(304)
<b>Total State Operations</b>	<b>(\$1,681)</b>	<b>(\$1,729)</b>	<b>(\$1,777)</b>	<b>(\$1,827)</b>	<b>(\$1,878)</b>	<b>(\$1,930)</b>	<b>(\$9,141)</b>	<b>(\$10,823)</b>
<b>MAINTENANCE</b>								
State Maintenance	(\$1,433)	(\$1,479)	(\$1,527)	(\$1,576)	(\$1,626)	(\$1,678)	(\$7,886)	(\$9,320)
Federal Maintenance and Bridge	(37)	(39)	(40)	(41)	(42)	(44)	(205)	(243)
<b>Total Maintenance</b>	<b>(\$1,471)</b>	<b>(\$1,518)</b>	<b>(\$1,566)</b>	<b>(\$1,617)</b>	<b>(\$1,669)</b>	<b>(\$1,722)</b>	<b>(\$8,092)</b>	<b>(\$9,562)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
State LA	(\$375)	(\$391)	(\$399)	(\$408)	(\$404)	(\$403)	(\$2,005)	(\$2,380)
Federal LA	(2,027)	(2,061)	(2,095)	(2,130)	(2,165)	(2,201)	(10,651)	(12,678)
RSTP Exchange	66	66	66	66	66	66	329	395
<b>Total LA State</b>	<b>(\$2,336)</b>	<b>(\$2,385)</b>	<b>(\$2,428)</b>	<b>(\$2,472)</b>	<b>(\$2,503)</b>	<b>(\$2,538)</b>	<b>(\$12,327)</b>	<b>(\$14,663)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$353)	(\$275)	(\$204)	(\$165)	(\$115)	(\$79)	(\$838)	(\$1,191)
SHOPP Minor	(104)	(107)	(111)	(115)	(120)	(124)	(578)	(682)
SHOPP Stormwater	(57)	(57)	(57)	(57)	(57)	(57)	(287)	(344)
Federal	(820)	(640)	(471)	(366)	(249)	(141)	(1,867)	(2,687)
<b>Total SHOPP COS</b>	<b>(\$1,334)</b>	<b>(\$1,080)</b>	<b>(\$844)</b>	<b>(\$704)</b>	<b>(\$541)</b>	<b>(\$402)</b>	<b>(\$3,570)</b>	<b>(\$4,904)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
State R/W Project Delivery	(\$99)	(\$83)	(\$53)	(\$43)	(\$49)	(\$33)	(\$261)	(\$360)
Unprogrammed R/W	(33)	(27)	(19)	(9)	(6)	(2)	(63)	(96)
Federal Right-of-Way (Project Delivery)	(8)	(12)	(9)	(4)	(2)	0	(27)	(35)
State minor capital	(139)	(135)	(131)	(128)	(124)	(120)	(638)	(777)
State major capital	(422)	(291)	(143)	(47)	(16)	0	(497)	(919)
Federal minor capital	(10)	(10)	(10)	(10)	(9)	(9)	(48)	(58)
Federal major capital	(2,431)	0	0	0	0	0	0	(2,431)
<b>Total SHOPP Capital Outlay</b>	<b>(\$3,143)</b>	<b>(\$558)</b>	<b>(\$365)</b>	<b>(\$240)</b>	<b>(\$206)</b>	<b>(\$164)</b>	<b>(\$1,534)</b>	<b>(\$4,677)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$9,965)</b>	<b>(\$7,270)</b>	<b>(\$6,981)</b>	<b>(\$6,860)</b>	<b>(\$6,797)</b>	<b>(\$6,756)</b>	<b>(\$34,664)</b>	<b>(\$44,629)</b>
<b>STIP LA</b>								
Oversight (Partnership)	(\$31)	(\$31)	(\$30)	(\$31)	(\$30)	(\$30)	(\$152)	(\$183)
STIP Off-System	(146)	(104)	(67)	(38)	(23)	(12)	(244)	(389)
<b>Total STIP LA</b>	<b>(\$177)</b>	<b>(\$134)</b>	<b>(\$97)</b>	<b>(\$68)</b>	<b>(\$53)</b>	<b>(\$42)</b>	<b>(\$395)</b>	<b>(\$572)</b>
<b>STIP COS</b>	<b>(\$162)</b>	<b>(\$210)</b>	<b>(\$190)</b>	<b>(\$148)</b>	<b>(\$107)</b>	<b>(\$91)</b>	<b>(\$745)</b>	<b>(\$907)</b>
<b>STIP CAPITAL OUTLAY</b>								
State R/W Project Delivery	(\$7)	(\$4)	(\$2)	(\$1)	(\$1)	(\$1)	(\$9)	(\$16)
Unprogrammed R/W	(5)	(3)	(3)	(2)	(2)	(2)	(12)	(17)
Federal R/W Project Delivery	(7)	(2)	0	0	0	0	(2)	(9)
STIP On-System	(401)	(408)	(322)	(198)	(66)	0	(994)	(1,395)
<b>Total STIP Capital Outlay</b>	<b>(\$420)</b>	<b>(\$417)</b>	<b>(\$327)</b>	<b>(\$201)</b>	<b>(\$69)</b>	<b>(\$3)</b>	<b>(\$1,017)</b>	<b>(\$1,437)</b>
<b>Total STIP COMMITMENTS</b>	<b>(\$758)</b>	<b>(\$761)</b>	<b>(\$614)</b>	<b>(\$417)</b>	<b>(\$229)</b>	<b>(\$136)</b>	<b>(\$2,158)</b>	<b>(\$2,916)</b>
<b>TOTAL CASH AVAILABLE</b>	<b>(\$605)</b>	<b>\$1,192</b>	<b>\$1,724</b>	<b>\$2,153</b>	<b>\$2,523</b>	<b>\$2,792</b>	<b>\$10,384</b>	<b>\$9,779</b>

Notes:

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

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## APPENDIX B – ROAD MAINTENANCE & REHABILITATION ACCOUNT

SB 1 provides that, after specified allocations are made from available resources, 50 percent of the remaining balance deposited into the RMRA will be allocated to the Department for maintenance and SHOPP purposes. Revenues in the RMRA are derived from a portion of annual transportation improvement fees that are based upon vehicle market value, the 15.5 cents per gallon excise gas tax rate (2025-26), the \$118 annual registration fee for ZEV (2025), which are all adjusted annually for inflation. In addition, RMRA receives 50 percent of the 25.9 cents per gallon diesel excise tax rate (2025-26).

### Resources Available for Programming

The table below lists the total and annual SHOPP capacities available for the 2026 STIP FE. The RMRA provides \$4.5 billion of new programming capacity for the period covering 2026-27 through 2030-31. RMRA resources have already been included in the SHOPP capacity on page 11. However, the RMRA has been presented independently in further detail below, and on page 34.

2026 STIP FE RMRA Capacity - Included in Overall SHOPP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE RMRA Target Capacity	\$1,800	\$1,600	\$1,600	\$1,600	\$1,700	\$1,700	\$8,200	\$10,000
2024 RMRA SHOPP Program	1,800	1,800	1,900	0	0	0	3,700	5,500
New RMRA SHOPP Capacity	\$0	(\$200)	(\$300)	\$1,600	\$1,700	\$1,700	\$4,500	\$4,500
Cumulative Difference	\$0	(\$200)	(\$500)	\$1,100	\$2,800	\$4,500		
Estimated Capital Allocation Capacity	\$1,300	\$1,100	\$1,100	\$1,100	\$1,200	\$1,200		

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

### RMRA Highlights

- Per SB 1, 50 percent of the remaining balance in the RMRA, after specified allocations, is identified for maintenance and the SHOPP. The other half is apportioned to cities and counties. The table above reflects the projected state portion over the FE period.
- SB 1 requires the Controller to annually deposit \$25 million into the SHA for appropriation by the Legislature to supplement the Freeway Service Patrol Program. This provides no new net resources to the SHA per the requirements in statute to dedicate the funding specifically for the Freeway Service Patrol Program.

**2026 STIP FUND ESTIMATE**  
**ROAD MAINTENANCE & REHABILITATION ACCOUNT**  
(\$ millions)

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$3,558							\$3,558
Bridges & Culverts	\$400	\$400	\$400	\$400	\$400	\$400	\$2,000	\$2,400
Maintenance & SHOPP	1,799	1,889	1,985	2,087	2,214	2,340	10,515	12,314
SMIF Interest	125	102	90	74	58	45	369	493
<b>TOTAL RESOURCES</b>	<b>\$5,882</b>	<b>\$2,391</b>	<b>\$2,475</b>	<b>\$2,561</b>	<b>\$2,671</b>	<b>\$2,785</b>	<b>\$12,884</b>	<b>\$18,766</b>
<b>COMMITMENTS</b>								
Program Development	(\$12)	(\$12)	(\$13)	(\$13)	(\$14)	(\$14)	(\$66)	(\$79)
Statewide Planning	(16)	(16)	(17)	(18)	(18)	(19)	(88)	(104)
Maintenance	(506)	(522)	(539)	(556)	(574)	(592)	(2,783)	(3,289)
Capital Outlay Support	(453)	(87)	(74)	(64)	(55)	(49)	(330)	(782)
Capital Outlay	(731)	(1,155)	(1,170)	(557)	(199)	(188)	(3,269)	(4,000)
<b>TOTAL COMMITMENTS</b>	<b>(\$1,718)</b>	<b>(\$1,793)</b>	<b>(\$1,812)</b>	<b>(\$1,208)</b>	<b>(\$860)</b>	<b>(\$862)</b>	<b>(\$6,535)</b>	<b>(\$8,253)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$4,164</b>	<b>\$599</b>	<b>\$663</b>	<b>\$1,353</b>	<b>\$1,811</b>	<b>\$1,923</b>	<b>\$6,348</b>	<b>\$10,512</b>
<b>RMRA TARGET CAPACITY</b>	<b>\$1,800</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,600</b>	<b>\$1,700</b>	<b>\$1,700</b>	<b>\$8,200</b>	<b>\$10,000</b>

Note:

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

## APPENDIX C - PUBLIC TRANSPORTATION ACCOUNT

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

### Resources Available for Programming

The PTA table below lists the total and annual STIP capacities available for the 2026 STIP. After funding planning, operations, and existing program commitments, the PTA will not be able to support \$373 million of programming identified in the 2024 PTA STIP for the period covering 2026-27 through 2028-29. Further details of PTA resources and expenditures are presented in the PTA FE table on page 34.

2026 STIP FE PTA Capacity - Included in Overall STIP Program Capacity (\$ in millions)								
	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
2026 STIP FE PTA Target Capacity	\$60	\$60	\$80	\$60	\$50	\$50	\$300	\$360
2024 PTA STIP Program	97	72	89	412	0	0	573	670
New PTA STIP Capacity	(\$37)	(\$12)	(\$9)	(\$352)	\$50	\$50	(\$273)	(\$311)

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

### PTA Highlights

- SB 1 requires the Controller to annually deposit \$350 million plus annual adjustments for inflation, into the PTA. The revenue will be derived from transportation improvement fees created by SB 1. Statute requires 70 percent to be allocated to the Transit and Intercity Rail Capital Program (TIRCP) and the remaining 30 percent to be continuously appropriated for allocation to the State Transit Assistance (STA) program. This provides no new net resources to the STIP per the requirements in statute to dedicate this revenue source to the TIRCP and STA.
- SB 1 provided a four percent increase in diesel sales tax. Of the four percent, three and a half percent is dedicated to STA and the remaining half percent is held on a short-term basis in the PTA for later allocations to State Rail Assistance (SRA).
- Expenditures for Intercity Rail operations are based on estimates from the Division of Rail, and include Amtrak shared operating and capital costs.
- There are no AB 3090 cash reimbursements for PTA.





**2026 STIP FUND ESTIMATE  
PUBLIC TRANSPORTATION ACCOUNT  
(\$ in thousands)**

	2025-26	2026-27	2027-28	2028-29	2029-30	2030-31	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,987,675							\$1,987,675
Adjustment for STA Transfer Timing	(223,948)							(223,948)
TIRCP & SRA Set-Aside	(1,636,917)							(1,636,917)
Sales Tax on Diesel	\$1,116,583	\$1,134,679	\$1,183,388	\$1,223,952	\$1,247,675	\$1,271,398	\$6,061,092	\$7,177,675
SMIF Interest Earned	64,965	56,918	49,479	40,429	30,475	22,971	200,272	265,238
Transfer from Aeronautics Account	30	30	30	30	30	30	150	180
Transfer from SHA (S&HC 194)	25,046	25,046	25,046	25,046	25,046	25,046	125,230	150,276
Transportation Improvement Fee (TIF)	459,842	473,637	487,846	502,481	517,556	532,630	2,514,150	2,973,992
<b>TOTAL RESOURCES</b>	<b>\$1,793,277</b>	<b>\$1,690,310</b>	<b>\$1,745,790</b>	<b>\$1,791,939</b>	<b>\$1,820,781</b>	<b>\$1,852,075</b>	<b>\$8,900,895</b>	<b>\$10,694,172</b>
State Transit Assistance (STA)	(\$948,805)	(\$966,084)	(\$1,005,719)	(\$1,039,567)	(\$1,061,316)	(\$1,083,066)	(\$5,155,752)	(\$6,104,557)
Reservation for Emergency Condition Response Projects	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(10,000)	(50,000)	(60,000)
<b>SUBTOTAL AVAILABLE RESOURCES</b>	<b>\$834,472</b>	<b>\$714,226</b>	<b>\$730,071</b>	<b>\$742,372</b>	<b>\$749,465</b>	<b>\$759,009</b>	<b>\$3,695,143</b>	<b>\$4,529,615</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>								
Rail and Mass Transportation Support	(\$26,200)	(\$27,040)	(\$27,907)	(\$28,802)	(\$29,726)	(\$30,679)	(\$144,153)	(\$170,353)
Planning Staff and Support	(26,561)	(27,413)	(28,292)	(29,199)	(30,136)	(31,102)	(146,142)	(172,703)
California Transportation Commission	(4,915)	(5,073)	(5,235)	(5,403)	(5,576)	(5,755)	(27,043)	(31,958)
Institute of Transportation Studies	(980)	(980)	(980)	(980)	(980)	(980)	(4,900)	(5,880)
Public Utilities Commission	(11,324)	(11,687)	(12,062)	(12,449)	(12,848)	(13,260)	(62,306)	(73,630)
State Controller's Office	(19)	(20)	(20)	(21)	(22)	(22)	(105)	(124)
Secretary for Transportation Agency	(1,747)	(1,803)	(1,861)	(1,921)	(1,982)	(2,046)	(9,612)	(11,359)
<b>TOTAL STATE OPERATIONS</b>	<b>(\$71,746)</b>	<b>(\$74,015)</b>	<b>(\$76,357)</b>	<b>(\$78,775)</b>	<b>(\$81,270)</b>	<b>(\$83,844)</b>	<b>(\$394,261)</b>	<b>(\$466,007)</b>
<b>INTERCITY RAIL</b>								
Intercity Rail and Bus Operations	(\$202,986)	(\$203,375)	(\$130,867)	(\$130,867)	(\$130,867)	(\$130,867)	(\$726,843)	(\$929,829)
Heavy Equipment Maintenance and Acquisition	(30,161)	(30,849)	(31,605)	(32,437)	(33,352)	(34,359)	(162,603)	(192,764)
Fleet Modernization	(1,800)	(900)	(54,924)	(53,094)	0	0	(108,918)	(110,718)
<b>TOTAL INTERCITY RAIL</b>	<b>(\$234,947)</b>	<b>(\$235,124)</b>	<b>(\$217,397)</b>	<b>(\$216,398)</b>	<b>(\$164,219)</b>	<b>(\$165,226)</b>	<b>(\$998,364)</b>	<b>(\$1,233,311)</b>
<b>LOCAL ASSISTANCE</b>								
Transit and Intercity Rail Capital Program (TIRCP)	(\$321,889)	(\$331,546)	(\$341,492)	(\$351,737)	(\$362,289)	(\$372,841)	(\$1,759,905)	(\$2,081,795)
State Rail Assistance Program (SRA)	(53,171)	(54,032)	(56,352)	(58,283)	(59,413)	(60,543)	(288,623)	(341,794)
Bay Area Ferry Operations/Waterborne	(3,481)	(3,516)	(3,551)	(3,586)	(3,622)	(3,659)	(17,934)	(21,415)
<b>TOTAL LOCAL ASSISTANCE</b>	<b>(\$378,541)</b>	<b>(\$389,094)</b>	<b>(\$401,395)</b>	<b>(\$413,607)</b>	<b>(\$425,325)</b>	<b>(\$437,042)</b>	<b>(\$2,066,463)</b>	<b>(\$2,445,004)</b>
<b>CAPITAL PROJECTS</b>								
STIP - Mass Transportation*	(\$5,050)	(\$6,511)	(\$13,499)	(\$2,782)	(\$1,624)	(\$1,672)	(\$26,089)	(\$31,139)
STIP - Rail*	(1,929)	(5,906)	(2,202)	(1,682)	(184)	(213)	(10,187)	(12,116)
<b>TOTAL CAPITAL PROJECTS</b>	<b>(\$6,979)</b>	<b>(\$12,417)</b>	<b>(\$15,702)</b>	<b>(\$4,464)</b>	<b>(\$1,808)</b>	<b>(\$1,885)</b>	<b>(\$36,275)</b>	<b>(\$43,255)</b>
<b>CASH AVAILABLE FOR PROGRAMMING</b>	<b>\$142,259</b>	<b>\$3,576</b>	<b>\$19,220</b>	<b>\$29,128</b>	<b>\$76,844</b>	<b>\$71,011</b>	<b>\$199,780</b>	<b>\$342,038</b>
<b>PTA STIP TARGET CAPACITY</b>	<b>\$60,000</b>	<b>\$60,000</b>	<b>\$80,000</b>	<b>\$60,000</b>	<b>\$50,000</b>	<b>\$50,000</b>	<b>\$300,000</b>	<b>\$360,000</b>

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

\* Cash flow adjusted for unliquidated encumbrances.

## APPENDIX D – PROPOSITION 1A & 1B BONDS

### Proposition 1A – Safe, Reliable, High-Speed, Passenger Train Bond Act for the 21<sup>st</sup> Century

[Section 2704.095 of the Streets and Highways Code]

Proposition 1A, approved by voters in November 2008 (not related to Proposition 1A of 2006) and codified as the Safe, Reliable, High-Speed, Passenger Train Bond Act for the 21<sup>st</sup> Century [Chapter 267, Statutes of 2008, (AB 3034)], authorized the issuance of \$9.95 billion in general obligation (GO) bonds to fund the construction of a high-speed train system that connects the state's major rail terminals and links the state's major population centers. Of the \$9.95 billion in proceeds, \$9 billion will fund the planning and engineering for the high-speed train system, and capital costs to be funded according to the High-Speed Rail Authority's certified environmental impact reports.

The remaining \$950 million, less bond administration costs, will be allocated by the Commission to eligible recipients for capital improvements to intercity and commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train.

#### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	INTERCITY RAIL TOTAL
<b>Resources:</b>	
Bond Authorization	\$950,000
Less: Administrative Costs <sup>1</sup>	(1,867)
<b>Commitments<sup>2</sup>:</b>	(948,317)
<b>Total Commitments:</b>	(950,184)
<b>REMAINING CAPACITY:</b>	<b>(\$184)</b>

#### ALLOCATIONS (\$ in thousands)

Description	2009-10 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$152,388	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$152,388
Local Assistance	\$744,800	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$744,800
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Allocations<sup>3,4</sup></b>	<b>\$897,188</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$897,188</b>

#### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2009-10 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$62	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$62
CTC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Admin Expenses	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Expenditures<sup>4</sup></b>	<b>\$62</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$62</b>

#### Notes:

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

Remaining capacity represents estimated savings from 2% administrative set-aside.

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts appropriated through June 30, 2025.

<sup>3</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>4</sup> Actual expenditures charged against resources in footnote #1 above.

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

Proposition 1B, approved by voters in November 2006, authorized the issuance of approximately \$19.9 billion in state general obligation bonds under the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 [Chapter 181, Statutes of 2007 (SB 88)]. Of this amount, the Department administers \$15.6 billion, of which \$12 billion is allocated by the Commission and \$3.6 billion by the Controller. The objectives of Proposition 1B are to improve transportation, air quality, and port security through the creation of new transportation accounts and programs, and by providing new funding for existing programs.

Pages 37-47 display the status through June 30, 2025, of the following Proposition 1B accounts:

- Corridor Mobility Improvement Account
- Trade Corridors Improvement Fund
- Transportation Facilities Account
- Public Transit Modernization, Improvement & Service Enhancement Account
  - Intercity Rail Improvements
  - Local Transit
- State-Local Partnership Program Account
- Local Bridge Seismic Retrofit Account
- Highway-Railroad Crossing Safety Account
- Highway Safety, Rehabilitation, and Preservation Account
  - State Highway Operation and Protection Program
  - Traffic Light Synchronization Program
- State Route 99 Corridor Account

## CORRIDOR MOBILITY IMPROVEMENT ACCOUNT

[Section 8879.23(a)(1), 8879.23(a)(6)(b), and 8879.50 of the Government Code]

The Corridor Mobility Improvement Account (CMIA) was established to fund performance improvements on the state highway system, or major access routes to the state highway system on the local road system that relieve congestion by expanding capacity, enhancing operations, or otherwise improving travel times within these high-congestion travel corridors. Projects were identified by the Department and regional or local transportation agencies and allocated by the Commission. The program had a December 31, 2012, deadline for allocating all project funds.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	CMIA TOTAL
<b>Resources:</b>	
Bond Authorization	\$4,500,000
Less: Administrative Costs <sup>1</sup>	(23,000)
<b>Commitments<sup>2</sup>:</b>	(4,476,975)
<b>Total Commitments:</b>	(4,499,975)
<b>REMAINING CAPACITY:</b>	<b>\$25</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay <sup>3,4</sup>	\$4,019,005	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$4,019,005
Local Assistance	\$14,592	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$14,592
Capital Outlay Support	\$443,378	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$443,378
<b>Total Allocations<sup>5</sup></b>	<b>\$4,476,975</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,476,975</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$12,809	\$997	\$958	\$938	\$527	\$508	\$523	\$527	\$17,787
CTC	\$1,171	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$1,176
Other Admin Expenses	\$2,528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,528
<b>Total Expenditures<sup>6</sup></b>	<b>\$16,509</b>	<b>\$1,002</b>	<b>\$958</b>	<b>\$938</b>	<b>\$527</b>	<b>\$508</b>	<b>\$523</b>	<b>\$527</b>	<b>\$21,491</b>

**Notes:**

Individual numbers may not add to total

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Includes AB3x-20 American Recovery and Reinvestment Act loan of \$214,459,000 from the SHA to fund CMIA projects in 2009-10.

<sup>4</sup> Allocated amounts represent administrative and project savings in accordance with the Proposition 1B savings policy established by the CTC in January 2014.

<sup>5</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>6</sup> Actual expenditures charged against resources in footnote #1 above.

## TRADE CORRIDORS IMPROVEMENT FUND

[Section 8879.23(c)(1)(A), 8879.50, and 8879.52 of the Government Code]

The Trade Corridors Improvement Fund (TCIF) was established to fund infrastructure improvements along federally-designated “Trade Corridors of National Significance” in the state, and along other corridors within the state that have a high volume of freight movement, as allocated by the Commission.

### REMAINING CAPACITY (\\$ in thousands)

DESCRIPTION	TCIF TOTAL
<b>Resources:</b>	
Bond Authorization	\$2,000,000
Less: Administrative Costs <sup>1</sup>	(15,000)
<b>Commitments<sup>2</sup>:</b>	(1,973,092)
<b>Total Commitments:</b>	(1,988,092)
<b>REMAINING CAPACITY<sup>7</sup>:</b>	<b>\$11,908</b>

### ALLOCATIONS (\\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay <sup>3</sup>	\$988,267	\$1,310	\$3,011	\$9,223	\$0	\$17,357	\$19,194	\$0	\$1,038,362
Local Assistance	\$870,086	\$7,494	\$2,865	\$0	\$0	\$0	\$0	\$0	\$880,445
Capital Outlay Support <sup>4</sup>	\$46,460	\$7,825	\$0	\$0	\$0	\$0	\$0	\$0	\$54,285
<b>Total Allocations<sup>5</sup></b>	<b>\$1,904,813</b>	<b>\$16,629</b>	<b>\$5,876</b>	<b>\$9,223</b>	<b>\$0</b>	<b>\$17,357</b>	<b>\$19,194</b>	<b>\$0</b>	<b>\$1,973,092</b>

### ADMINISTRATIVE EXPENDITURES (\\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$7,780	\$820	\$2,152	\$521	\$284	\$257	\$311	\$323	\$12,449
CTC	\$1,085	\$31	\$0	\$0	\$0	\$0	\$0	\$0	\$1,116
Other Admin Expenses	\$1,222	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,222
<b>Total Expenditures<sup>6</sup></b>	<b>\$10,087</b>	<b>\$851</b>	<b>\$2,152</b>	<b>\$521</b>	<b>\$284</b>	<b>\$257</b>	<b>\$311</b>	<b>\$323</b>	<b>\$14,787</b>

**Notes:**

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Includes AB3x-20 American Recovery and Reinvestment Act loan of \$66,804,000 from the SHA to fund TCIF projects in 2009-10.

<sup>4</sup> Negative amount in 2017-18 represents a de-allocation of projects allocated in previous years.

<sup>5</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>6</sup> Actual expenditures charged against resources in footnote #1 above.

<sup>7</sup> Remaining capacity directed to TCEP and SLRIP.

## TRANSPORTATION FACILITIES ACCOUNT

[Section 8879.23(e), 8879.50, and 8879.54 of the Government Code]

The Transportation Facilities Account (TFA) was established to augment funding for the STIP. Funds are made available to the Department, based on Legislative appropriation and allocation by the Commission, in the same manner as funds allocated for STIP projects under existing law.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	TFA TOTAL
<b>Resources:</b>	
Bond Authorization	\$2,000,000
Less: Administrative Costs <sup>1</sup>	(17,000)
<b>Commitments<sup>2</sup>:</b>	(1,979,346)
<b>Total Commitments:</b>	(1,996,346)
<b>REMAINING CAPACITY:</b>	<b>\$3,654</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$1,469,528	\$19,217	\$594	\$0	\$0	\$57,419	\$0	\$0	\$1,546,758
Local Assistance	\$195,203	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$195,203
Capital Outlay Support <sup>3</sup>	\$290,773	\$0	\$0	\$0	\$0	-\$53,388	\$0	\$0	\$237,385
<b>Total Allocations<sup>4</sup></b>	<b>\$1,955,504</b>	<b>\$19,217</b>	<b>\$594</b>	<b>\$0</b>	<b>\$0</b>	<b>\$4,031</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,979,346</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$11,194	\$443	\$403	\$303	\$325	\$259	\$384	\$365	\$13,676
CTC	\$543	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$543
Other Admin Expenses	\$944	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$944
<b>Total Expenditures<sup>5</sup></b>	<b>\$12,681</b>	<b>\$443</b>	<b>\$403</b>	<b>\$303</b>	<b>\$325</b>	<b>\$259</b>	<b>\$384</b>	<b>\$365</b>	<b>\$15,163</b>

**Notes:**

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> There was no COS allocated in 2022-23. The negative number represents savings recorded at close-out of projects allocated in previous years.

<sup>4</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>5</sup> Actual expenditures charged against resources in footnote #1 above.

## PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT INTERCITY RAIL PORTION (IRI)

[Sections 8879.23(f)(2), 8879.23(f)(3), 8879.50, and 8879.55 of the Government Code]

The Public Transportation Modernization, Improvement and Service Enhancement Account (PTMISEA) was established to fund intercity rail improvements, including the procurement of additional intercity railcars and locomotives, as allocated by the Commission.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	IRI TOTAL
<b>Resources:</b>	
Bond Authorization	\$400,000
Less: Administrative Costs <sup>1</sup>	(7,000)
<b>Commitments<sup>2</sup>:</b>	(374,283)
<b>Total Commitments:</b>	(381,283)
<b>REMAINING CAPACITY:</b>	<b>\$18,717</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$340,522	\$15,826	\$0	\$0	\$0	\$5,035	\$12,900	\$0	\$374,283
Local Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Allocations<sup>3</sup></b>	<b>\$340,522</b>	<b>\$15,826</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$5,035</b>	<b>\$12,900</b>	<b>\$0</b>	<b>\$374,283</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$3,214	\$271	\$213	\$146	\$692	\$662	\$703	\$364	\$6,264
CTC	\$160	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$169
Other Admin Expenses	\$253	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$253
<b>Total Expenditures<sup>4</sup></b>	<b>\$3,626</b>	<b>\$280</b>	<b>\$213</b>	<b>\$146</b>	<b>\$692</b>	<b>\$662</b>	<b>\$703</b>	<b>\$364</b>	<b>\$6,685</b>

**Notes:**

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>4</sup> Actual expenditures charged against resources in footnote #1 above.

# PUBLIC TRANSPORTATION MODERNIZATION, IMPROVEMENT AND SERVICE ENHANCEMENT ACCOUNT LOCAL TRANSIT PORTION (TRANSIT)

[Sections 8879.23(f)(1), 8879.23(f)(3), 8879.50, and 8879.55 of the Government Code]

The PTMISEA was established for intercity rail projects, commuter or urban rail operators, bus operators, waterborne transit operators and other transit operators for rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus or rapid transit improvements, rolling stock procurement, rehabilitation, or replacement. Administered by the Department, the Transit portion of \$3.6 billion is to be allocated by formula to eligible agencies by the Controller, of which \$1.8 billion is allocated pursuant to Public Utilities Code (PUC) section 99313 and \$1.8 billion is pursuant to PUC section 99314.

## REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	TRANSIT TOTAL
<b>Resources:</b>	
Bond Authorization	\$3,600,000
Less: Administrative Costs <sup>1</sup>	(11,702)
<b>Commitments<sup>2</sup>:</b>	(3,588,298)
<b>Total Commitments:</b>	3,600,000
<b>REMAINING CAPACITY:</b>	<b>\$0</b>

## ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance <sup>3</sup>	\$3,580,133	\$8,165	\$0	\$0	\$0	\$0	\$0	\$0	\$3,588,298
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Allocations<sup>4</sup></b>	<b>\$3,580,133</b>	<b>\$8,165</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$3,588,298</b>

## ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$7,072	\$878	\$868	\$680	\$577	\$603	\$648	\$314	\$11,639
CTC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Admin Expenses	\$1,646	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,646
<b>Total Expenditures<sup>5</sup></b>	<b>\$8,718</b>	<b>\$878</b>	<b>\$868</b>	<b>\$680</b>	<b>\$577</b>	<b>\$603</b>	<b>\$648</b>	<b>\$314</b>	<b>\$13,285</b>

**Notes:**

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amount available for local transit projects as of June 30, 2025, including original bond authorization and subsequent use of \$337,623 in Surplus Money Investment Fund (SMIF) investment earnings authorized by STO.

<sup>3</sup> PTMISEA-Local Transit funds are allocated by the SCO, not the CTC, to eligible agencies pursuant to PUC Sections 99313 and 99314.

<sup>4</sup> Total amounts allocated to local transit projects through June 30, 2025.

<sup>5</sup> Actual expenditures charged against resources in footnote #1 above.





**STATE-LOCAL PARTNERSHIP PROGRAM**  
[Section 8879.23(g) 8879.50, and Sections 8879.66 through 8879.76  
of the Government Code]

The State-Local Partnership Program (SLPP) provides dollar-for-dollar matching funds for eligible transportation projects nominated by applicant transportation agencies and allocated by the Commission.

**REMAINING CAPACITY**  
( \$ in thousands)

DESCRIPTION	SLPP TOTAL
<b>Resources:</b>	
Bond Authorization	\$1,000,000
Less: Administrative Costs <sup>1</sup>	(19,008)
<b>Commitments<sup>2</sup>:</b>	(980,992)
<b>Total Commitments:</b>	(1,000,000)
<b>REMAINING CAPACITY:</b>	<b>\$0</b>

**ALLOCATIONS**  
( \$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$279,358	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$279,358
Local Assistance	\$691,184	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$691,184
Capital Outlay Support	\$10,450	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,450
<b>Total Allocations<sup>3</sup></b>	<b>\$980,992</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$980,992</b>

**ADMINISTRATIVE EXPENDITURES**  
( \$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$6,649	\$1,074	\$1,139	\$988	\$550	\$164	\$146	\$170	\$10,880
CTC	\$305	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$310
Other Admin Expenses	\$528	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$528
<b>Total Expenditures<sup>4</sup></b>	<b>\$7,482</b>	<b>\$1,079</b>	<b>\$1,139</b>	<b>\$988</b>	<b>\$550</b>	<b>\$164</b>	<b>\$146</b>	<b>\$170</b>	<b>\$11,718</b>

**Notes:**

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>4</sup> Actual expenditures charged against resources in footnote #1 above.

## LOCAL BRIDGE SEISMIC RETROFIT ACCOUNT

[Sections 8879.23(i), 8879.50, and 8879.62 of the Government Code]

The Local Bridge Seismic Retrofit Account (LSBRA) was established to provide the funds needed to match federal Highway Bridge Replacement and Rehabilitation funds available to the state for seismic work on local bridges, ramps, and overpasses, as identified by the Department.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	LBSRA TOTAL
<b>Resources:</b>	
Bond Authorization	\$125,000
Less: Administrative Costs <sup>1</sup>	(3,750)
<b>Commitments<sup>2</sup>:</b>	(121,250)
<b>Total Commitments:</b>	(125,000)
<b>REMAINING CAPACITY:</b>	<b>\$0</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance	\$58,591	\$4,721	\$9,890	\$709	\$8,407	\$13,906	\$6,610	\$7,934	\$110,766
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Allocations<sup>3</sup></b>	<b>\$58,591</b>	<b>\$4,721</b>	<b>\$9,890</b>	<b>\$709</b>	<b>\$8,407</b>	<b>\$13,906</b>	<b>\$6,610</b>	<b>\$7,934</b>	<b>\$110,766</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans <sup>4</sup>	\$5,542	\$209	\$307	\$178	\$132	\$4	\$5	\$0	\$6,377
CTC	\$35	\$5	\$0	\$0	\$0	\$0	\$0	\$0	\$40
Other Admin Expenses	\$54	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$54
<b>Total Expenditures<sup>5</sup></b>	<b>\$5,631</b>	<b>\$214</b>	<b>\$307</b>	<b>\$178</b>	<b>\$132</b>	<b>\$4</b>	<b>\$5</b>	<b>\$0</b>	<b>\$6,471</b>

**Notes:**

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>4</sup> These costs include project engineering work that will be counted as part of the 98% of program funds available for projects as it is project-related work, rather than administrative. Administrative costs will not exceed the amount of bond funds available for program administration.

<sup>5</sup> Actual expenditures charged against resources in footnote #1 above.

## HIGHWAY-RAILROAD CROSSING SAFETY ACCOUNT

[Sections 8879.23(j)(1), 8879.23(j)(2), 8879.50, and 8879.63 of the Government Code]

The Highway-Railroad Crossing Safety Account (HRCSA) was established to fund the completion of high-priority grade separation and railroad crossing safety improvements pursuant to Chapter 10 (Sections 2450 through 2461) of Division Three of the Streets and Highways Code (S&HC), except that a dollar-for-dollar matching of non-state funds shall be provided for each project.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	HRCSA TOTAL
<b>Resources:</b>	
Bond Authorization	\$250,000
Less: Administrative Costs <sup>1</sup>	(5,000)
<b>Commitments<sup>2</sup>:</b>	(245,080)
<b>Total Commitments:</b>	(250,080)
<b>REMAINING CAPACITY:</b>	<b>(\$80)</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Local Assistance	\$242,203	\$0	\$0	\$2,877	\$0	\$0	\$0	\$0	\$245,080
Capital Outlay Support	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
<b>Total Allocations<sup>3</sup></b>	<b>\$242,203</b>	<b>\$0</b>	<b>\$0</b>	<b>\$2,877</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$245,080</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$3,930	\$363	\$321	\$100	\$108	\$68	\$70	\$48	\$5,008
CTC	\$163	\$13	\$0	\$0	\$0	\$0	\$0	\$0	\$176
Other Admin Expenses	\$122	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$122
<b>Total Expenditures<sup>4</sup></b>	<b>\$4,215</b>	<b>\$376</b>	<b>\$321</b>	<b>\$100</b>	<b>\$108</b>	<b>\$68</b>	<b>\$70</b>	<b>\$48</b>	<b>\$5,305</b>

#### Notes:

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>4</sup> Actual expenditures charged against resources in footnote #1 above.

## HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT

[Sections 8879.23 (k)(1), 8879.50, and 8879.64 of the Government Code]

The Highway Safety, Rehabilitation, and Preservation Account (HSRPA) was established to fund the SHOPP as described in Section 14526.5 of the GC.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	HSRPA TOTAL
<b>Resources:</b>	
Bond Authorization	\$500,000
Less: Administrative Costs <sup>1</sup>	(10,000)
<b>Commitments<sup>2</sup>:</b>	(494,986)
<b>Total Commitments:</b>	(504,986)
<b>REMAINING CAPACITY:</b>	<b>(\$4,986)</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$367,232	\$5,174	\$0	\$0	\$0	\$45,800	\$0	\$0	\$418,206
Local Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Support <sup>3</sup>	\$100,454	-\$23,674	\$0	\$0	\$0	\$0	\$0	\$0	\$76,780
<b>Total Allocations<sup>4</sup></b>	<b>\$467,686</b>	<b>-\$18,500</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$45,800</b>	<b>\$0</b>	<b>\$0</b>	<b>\$494,986</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$5,476	\$133	\$131	\$98	\$4	\$4	\$4	\$4	\$5,853
CTC	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Other Admin Expenses	\$251	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$251
<b>Total Expenditures<sup>5</sup></b>	<b>\$5,726</b>	<b>\$133</b>	<b>\$131</b>	<b>\$98</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$4</b>	<b>\$6,104</b>

#### Notes:

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> There was no COS allocated in 2018-19. The negative number represents savings recorded at close-out of projects allocated in previous years.

<sup>4</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>5</sup> Actual expenditures charged against resources in footnote #1 above.

## HIGHWAY SAFETY, REHABILITATION, AND PRESERVATION ACCOUNT TRAFFIC LIGHT SYNCHRONIZATION PROGRAM PORTION

[Sections 8879.23 (k)(2), 8879.50, and 8879.64 of the Government Code]

The HSRPA was established to fund the SHOPP, as described in Section 14526.5 of the GC, for the Traffic Light Synchronization Program and be used on other technology-based projects; and to improve safety, operations, and the effective capacity of local streets and roads.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	TLSP TOTAL
<b>Resources:</b>	
Bond Authorization	\$250,000
Less: Administrative Costs <sup>1</sup>	(5,000)
<b>Commitments<sup>2</sup>:</b>	(244,990)
<b>Total Commitments:</b>	(249,990)
<b>REMAINING CAPACITY:</b>	<b>\$10</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay	\$10,271	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$10,271
Local Assistance	\$211,239	\$0	\$0	\$21,959	\$0	\$0	\$0	\$0	\$233,198
Capital Outlay Support <sup>3</sup>	\$1,530	-\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$1,521
<b>Total Allocations<sup>4</sup></b>	<b>\$223,040</b>	<b>-\$9</b>	<b>\$0</b>	<b>\$21,959</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$0</b>	<b>\$244,990</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$3,454	\$501	\$570	\$461	\$125	\$165	\$219	\$173	\$5,668
CTC	\$213	\$15	\$0	\$0	\$0	\$0	\$0	\$0	\$228
Other Admin Expenses	\$119	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$119
<b>Total Expenditures<sup>5</sup></b>	<b>\$3,786</b>	<b>\$516</b>	<b>\$570</b>	<b>\$461</b>	<b>\$125</b>	<b>\$165</b>	<b>\$219</b>	<b>\$173</b>	<b>\$6,015</b>

#### Notes:

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Negative amount in 2018-19 represents a de-allocation of projects allocated in previous years.

<sup>4</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>5</sup> Actual expenditures charged against resources in footnote #1 above.

## STATE ROUTE 99 ACCOUNT

[Sections 8879.23(b), 8879.50, and 8879.51 of the Government Code]

The State Route 99 Account (SR 99) was established to provide funding for safety, operational enhancements, rehabilitation, or capacity improvements for the SR 99 corridor that traverses approximately 400 miles of California's Central Valley.

### REMAINING CAPACITY (\$ in thousands)

DESCRIPTION	SR 99 TOTAL
<b>Resources:</b>	
Bond Authorization	\$1,000,000
Less: Administrative Costs <sup>1</sup>	(6,000)
<b>Commitments<sup>2</sup>:</b>	(993,364)
<b>Total Commitments:</b>	(999,364)
<b>REMAINING CAPACITY:</b>	<b>\$636</b>

### ALLOCATIONS (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Capital Outlay <sup>3</sup>	\$798,807	\$7,600	\$460	\$0	\$1,503	\$0	\$30,900	\$0	\$839,270
Local Assistance	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$0
Capital Outlay Support <sup>4</sup>	\$141,100	\$4,773	\$0	\$75	\$4,615	\$0	\$2,070	\$0	\$152,633
<b>Total Allocations<sup>5</sup></b>	<b>\$939,907</b>	<b>\$12,373</b>	<b>\$460</b>	<b>\$75</b>	<b>\$6,118</b>	<b>\$0</b>	<b>\$32,970</b>	<b>\$0</b>	<b>\$991,903</b>

### ADMINISTRATIVE EXPENDITURES (\$ in thousands)

Description	2007-08 through 2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	2023-24	2024-25	Total
Caltrans	\$3,764	\$289	\$289	\$271	\$135	\$128	\$136	\$136	\$5,148
CTC	\$17	\$9	\$0	\$0	\$0	\$0	\$0	\$0	\$26
Other Admin Expenses	\$490	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$490
<b>Total Expenditures<sup>6</sup></b>	<b>\$4,271</b>	<b>\$299</b>	<b>\$289</b>	<b>\$271</b>	<b>\$135</b>	<b>\$128</b>	<b>\$136</b>	<b>\$136</b>	<b>\$5,665</b>

#### Notes:

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

<sup>1</sup> Estimated total cost of administration, subject to 2% limit of authorized bond amount, for Caltrans and CTC support; costs of bond issuance; PMIA loan administration; and STO, SCO, and DOF accounting-related fees.

<sup>2</sup> Total amounts programmed through June 30, 2025.

<sup>3</sup> Includes AB3x-20 American Recovery and Reinvestment Act loan of \$19,061,000 from the SHA to fund SR 99 projects in 2009-10.

<sup>4</sup> Negative number is the result of de-allocations because of savings exceeding the amount allocated in 2012-13.

<sup>5</sup> Total amounts allocated by CTC through June 30, 2025.

<sup>6</sup> Actual expenditures charged against resources in footnote #1 above.

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## APPENDIX E – 2024 STIP FUND ESTIMATE ASSUMPTIONS BY FUND

The Commission adopted the assumptions used in the development of the 2026 STIP FE on May 15, 2025. A summary of the adopted assumptions are listed below. Updates are denoted in this appendix with [brackets].

### State Highway Account (SHA):

#### *Operating Cash Balance*

- SHA 1.** Based on an ongoing analysis of monthly SHA receipts less expenditures, a minimum level of operating cash of \$415 million would sufficiently cover 90 percent of the monthly volatility in the SHA.

#### *SHA Revenues & Transfers*

- SHA 2.** Assumes applicable excise tax rates of 45.7 cents per gallon for gasoline and 20.7 cents per gallon for diesel in base year 2025-26 with annual adjustments for inflation over the FE period.
- SHA 3.** Assume weight fee revenues will increase annually based upon a projection provided by the Department of Finance.
- SHA 4.** Revenues from SMIF and Other Regulatory Licenses and Permits will total approximately [\$139] million over the FE period based on revenue model projections.
- SHA 5.** S&HC Section 183.1 revenues, not subject to Article XIX of the State Constitution, will be transferred from the SHA to the TDSF in perpetuity.
- SHA 6.** Section 194 transfers are based on PTA state operations expenditures and are projected to remain constant at approximately \$25 million a year over the FE period.
- SHA 7.** Assume the Controller will not make any transfers to the SHA from the Motor Vehicle Account over the FE period.

#### *Federal Revenues*

- SHA 8.** Beginning in fiscal year 2026-27, after the IIJA is set to expire, assume OA is equal to the average proportion of federal apportionments available over the preceding six-years with base year of \$5.2 billion and escalated annually using the inflationary rate during the entire IIJA funding period.



- SHA 9.** The 2026 FE assumes an August Redistribution of \$495 million per year based on the average amount received by California from 2016-17 through 2023-24. The Redistribution will be split approximately \$312 million (63 percent) to the state, and \$183 million (37 percent) to the local agencies.
- SHA 10.** The Federal-aid Highway Emergency Relief Program, commonly referred to as the Emergency Relief Program, supplements the commitment of resources by states, their political subdivisions, or other Federal agencies to help pay for unusually heavy expenses resulting from extraordinary conditions. California has averaged approximately \$292 million annually over the previous five fiscal years.
- SHA 11.** The 2026 FE includes a \$16 million “set-aside” for Coordinated Border Infrastructure projects. The set-aside is reserved from the state’s share of “any-area” Surface Transportation Block Grant Program (STBGP) funds. This will not impact any federal funding available to local agencies. The amount proposed for set-aside is equal to five percent of “any-area” STBGP funds retained by the state.

#### ***Advanced Construction (AC)***

- SHA 12.** The Department will maintain an AC level that is equivalent to one year’s worth of OA. AC will be used as a cash management tool and as a reservation of federal eligible projects to hedge against increases to available federal resources.

#### ***State Expenditures***

- SHA 13.** The 2026 STIP FE will include a total budget change proposal (BCP) reservation of \$150 million over the five-year FE period.

#### ***Local Assistance***

- SHA 14.** State expenditures assume allocations of approximately \$178 million per year over the FE period, consistent with the Commission’s 2024-25 initial lump sum allocation for Local Assistance (Resolution FM-24-01).

#### ***STIP Commitments***

- SHA 15.** COS expenditures are based on a continuation of all STIP components programmed prior to 2025-26 and all STIP components programmed to begin in 2025-26.

- SHA 16.** Capital expenditures are based on a continuation of all STIP project allocations prior to 2024-25, allocations in 2024-25, projects programmed in 2024-25, but not yet allocated, and projects programmed in 2025-26.
- SHA 17.** Prior R/W commitments are defined as all R/W projects in the STIP that are programmed for 2025-26 and prior years.
- SHA 18.** Non-programmed STIP R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for project development fees, inverse condemnation, and post-certification costs.
- SHA 19.** Capital project costs shall be escalated at 6.19 percent annually, consistent with the historical trend of the National Highway Construction Cost Index (NHCCI) provided by FHWA.

### ***SHOPP Commitments***

- SHA 20.** COS expenditures are based on a continuation of all SHOPP components programmed prior to 2025-26, SHOPP preliminary engineering components programmed in 2025-26, and SHOPP construction engineering components programmed to begin in 2025-26.
- SHA 21.** Prior R/W commitments are defined as all R/W projects in the SHOPP that are programmed for 2025-26 and prior years.
- SHA 22.** Non- programmed SHOPP R/W includes an annual estimate based on forecasted R/W lump sum allocations of non-programmed R/W components for inverse condemnation and post-certification costs.
- SHA 23.** Capital expenditures are based on a continuation of all SHOPP project allocations prior to 2025-26, 2024-25 programmed projects not yet allocated, projects programmed in 2025-26.
- SHA 24.** Capital project costs shall be escalated at 6.19 percent annually, consistent with the historical trend of the NHCCI provided by the FHWA.
- SHA 25.** Preparation costs for Project Initiation Documents (PID's) are included as a component of state operation expenditures and are based on the latest available data for base year relating to SHOPP as well as non-SHOPP PID's. Costs are escalated over the FE period at a rate consistent with other state operation expenditures.
- SHA 26.** Closeout capital savings average approximately five percent. This is primarily due to unused contingency funds. The 2026 FE assumes a five percent increase to programming capacity in order to offset these savings.

### ***Active Transportation Program (ATP)***

- SHA 27.** The ATP divides approximately \$181 million of state SHA and federal resources annually over the fund estimate period and is consistent with the 2025 Amended ATP FE adopted by the Commission in August 2024. ATP funding is not available for SHOPP or STIP capacity.
- SHA 28.** Per SB 1, \$100 million in revenue shall be made available annually from the RMRA for expenditure, upon appropriation by the Legislature, for ATP projects and are to be allocated by the Commission.

### **Road Maintenance & Rehabilitation Account:**

#### ***Available Balance & Resources***

- RMRA 1.** The Department will use the most recently calculated set of pending distributions from the RMRA after priority allocations to arrive at an estimated beginning balance.
- RMRA 2.** Annual, ongoing resources dedicated to the Department for maintenance and SHOPP purposes are provided by DOF. The Department will utilize the most recent values provided by DOF to estimate maintenance and SHOPP resources over the five-year FE period.
- RMRA 3.** Per SB 1, \$100 million in remaining revenues shall be made available annually from the RMRA for expenditure, upon appropriation by the Legislature, for ATP projects and are to be allocated by the Commission.

#### ***Maintenance***

- RMRA 4.** Maintenance expenditures for 2025-26 are based on estimated program needs to cover current support positions in 2024-25 as well as proposed positions for 2025-26. The balance of projected expenditures will be divided between bridges, highway maintenance, and field work.

#### ***Capital Outlay***

- RMRA 5.** Capital expenditures are based on a continuation of all RMRA project allocations prior to 2025-26, 2024-25 programmed projects not yet allocated, and projects programmed in 2025-26.

### ***Capital Outlay Support***

**RMRA 6.** COS expenditures are based on a continuation of all RMRA components programmed prior to 2025-26, RMRA preliminary engineering components programmed in 2025-26, and RMRA construction engineering components programmed to begin in 2025-26.

### **Public Transportation Account:**

#### ***Operating Cash Balance***

**PTA 1.** Based historical data and projected expenditures from updated analysis of monthly PTA receipts less expenditures, a minimum level of operating cash of \$300 million would sufficiently cover 95 percent of the monthly volatility in the PTA.

#### ***Revenues***

**PTA 2.** The FE projects that net Retail Sales and Use Tax on diesel fuel will increase by an average of 2.6 percent annually over the FE period based on DOF projections and trends. The amounts corresponding to percentage splits that flow out of the PTA to STA and to Commuter and Intercity Rail are based on statute.

#### ***Transfers***

**PTA 3.** Section 21682.5 of the Public Utilities Code requires an annual transfer equal to the pro rata share of transportation duties attributable to aviation planning and research from the Aeronautics Account. This amount is projected to remain constant at \$30,000 in each year of the FE.

#### ***State Operations***

**PTA 4.** Assume no reservations for BCP or finance letters over the five-year FE period.

**PTA 5.** Intercity rail is part of state operations expenditures in the PTA.

A. Intercity rail and bus operations base expenditures for existing services consisting of 13 roundtrips on the Pacific Surfliner Service, 15 weekday and 11 weekend roundtrips on the Capital Corridor Service, and 7 roundtrips on the San Joaquins service will be used to forecast 2025-26 and costs will remain unadjusted over the five-year FE period.

- B. The Department's estimated need for rail heavy equipment maintenance, acquisition, technical services, and overhaul over the FE period is approximately [\$193] million.
- C. The Department assumes the three-year increase to the Intercity Rail Passenger Program for fiscal years 2024-25 to 2026-27 will be committed in the appropriation year.

### ***Local Assistance***

- PTA 6.** Bay Area Ferry operation expenditures will escalate by one percent per year based on the signed cooperative agreement between the Department, Metropolitan Transportation Commission, and Bay Area Toll Authority on November 15, 2000.
- PTA 7.** Capital expenditures are based on a continuation of all STIP components allocated prior to 2025-26, all STIP components programmed to begin in 2025-26, and non-highway AB 3090 projects.
- PTA 8.** The Department assumes a 10-year allocation schedule as offered by CalSTA for the expected schedule of project cash flows to ACE from the PTA. To date, \$226 million has been allocated and it is estimated that as much as \$174 million could be allocated between 2025-26 and 2026-27. Assume that TIRCP will absorb the ACE impact to PTA resources totaling \$174 million in the 2026 FE.

### **Bonds:**

#### ***Allocations***

- Bond 1.** The 2026 FE will display remaining capacity and a history of allocations and expenditures for all Proposition 1A and Proposition 1B general obligation bond funds administered by the Department. Bond funding is expected to be received semi-annually as the Treasurer's practice is to sell general obligation bonds in the Spring and Fall. It is assumed that the Department will continue to receive bond proceeds from future sales on an as needed basis, with the amount of proceeds received being based on projected cash needs for the ensuing six months.

## APPENDIX F – STATUTES REGARDING THE STIP FUND ESTIMATE

### Government Code

**§14524.** (a) Not later than July 15, 2001, and July 15 of each odd-numbered year thereafter, the department shall submit to the commission a five-year estimate pursuant to Section 164 of the Streets and Highways Code, in annual increments, of all federal and state funds reasonably expected to be available during the following five fiscal years.

(b) The estimate shall specify the amount that may be programmed in each county for regional improvement programs pursuant to paragraph (2) of subdivision (a) of Section 164 of the Streets and Highways Code and shall identify any statutory restriction on the use of particular funds.

(c) For the purpose of estimating revenues, the department shall assume that there will be no changes in existing state and federal statutes. Federal funds available for demonstration projects that are not subject to federal obligational authority, or are accompanied with their own dedicated obligational authority, shall not be considered funds that would otherwise be available to the state and shall not be included in the fund estimate.

(d) The method by which the estimate is determined shall be determined by the commission, in consultation with the department, transportation planning agencies, and county transportation commissions.

*(Amended by Stats. 2000, Ch. 91, Sec. 1. Effective July 7, 2000.)*

**§14525.** (a) Not later than August 15, 2001, and August 15 of each odd-numbered year thereafter, the commission shall adopt a five-year estimate pursuant to Section 164 of the Streets and Highways Code, in annual increments, of all state and federal funds reasonably expected to be available during the following five fiscal years.

(b) The estimate shall specify the amount that may be programmed in each county for regional improvement programs under paragraph (2) of subdivision (a) of Section 164 of the Streets and Highways Code and shall identify any statutory restriction on the use of particular funds.

(c) For the purpose of estimating revenues, the commission shall assume that there will be no change in existing state and federal statutes. Federal funds available for demonstration projects that are not subject to federal obligational authority, or are accompanied with their own dedicated obligational authority, shall not be considered funds that would otherwise be available to the state and shall not be included in the fund estimate.

(d) If the commission finds that legislation pending before the Legislature or the United States Congress may have a significant impact on the fund estimate, the commission may postpone the adoption of the fund estimate for no more than 90 days. Prior to March 1 of each even-numbered year, the commission may amend the estimate following consultation with the department, transportation planning agencies, and county transportation commissions to account for unexpected revenues or other unforeseen circumstances.

In the event the fund estimate is amended, the commission shall extend the dates for the submittal of improvement programs as specified in Sections 14526 and 14527 and for the adoption of the state transportation improvement program pursuant to Section 14529.

*(Amended by Stats. 2000, Ch. 91, Sec. 2. Effective July 7, 2000.)*

**§14525.1.** The department and the commission shall use an inflation rate that has been established by the Department of Finance. The Department of Finance shall consult with the Legislative Analyst and the Department of Transportation when calculating the inflation rate for this purpose.

*(Repealed and added by Stats. 1989, Ch. 105, Sec. 7. Effective July 10, 1989.)*

**§14529.** (a) The state transportation improvement program shall include a listing of all capital improvement projects that are expected to receive an allocation of state transportation funds under Section 164 of the Streets and Highways Code, including revenues from transportation bond acts, from the commission during the following five fiscal years. It shall include, and be limited to, the projects to be funded with the following:

(1) Interregional improvement funds.

(2) Regional improvement funds.

(b) For each project, the program shall specify the allocation or expenditure amount and the allocation or expenditure year for each of the following project components:

(1) Completion of all permits and environmental studies.

(2) Preparation of plans, specifications, and estimates.

(3) The acquisition of rights-of-way, including, but not limited to, support activities.

(4) Construction and construction management and engineering, including surveys and inspection.

(c) Funding for right-of-way acquisition and construction for a project may be included in the program only if the commission makes a finding that the sponsoring agency will complete the environmental process and can proceed with right-of-way acquisition or construction within the five-year period. No allocation for right-of-way acquisition or construction shall be made until the completion of the environmental studies and the selection of a preferred alternative.

(d) The commission shall adopt and submit to the Legislature and the Governor, not later than April 1 of each even-numbered year thereafter, a state transportation improvement program. The program shall cover a period of five years, beginning July 1 of the year it is adopted, and shall be a statement of intent by the commission for the allocation or expenditure of funds during those five years. The program shall include projects which are expected to receive funds prior to July 1 of the year of adoption, but for which the commission has not yet allocated funds.

(e) The projects included in the adopted state transportation improvement program shall be limited to those projects submitted or recommended pursuant to Sections 14526 and 14527.



The total amount programmed in each fiscal year for each program category shall not exceed the amount specified in the fund estimate adopted under Section 14525.

(f) The state transportation improvement program is a resource management document to assist the state and local entities to plan and implement transportation improvements and to utilize available resources in a cost-effective manner. It is a document for each county and each region to declare their intent to use available state and federal funds in a timely and cost-effective manner.

(g) Prior to the adoption of the state transportation improvement program, the commission shall hold not less than one hearing in northern California and one hearing in southern California to reconcile any objections by any county or regional agency to the department's program or the department's objections to any regional program.

(h) The commission shall incorporate projects that are included in the regional transportation improvement program and are to be funded with regional improvement funds, unless the commission finds that the regional transportation improvement program is not consistent with the guidelines adopted by the commission or is not a cost-effective expenditure of state funds, in which case the commission may reject the regional transportation improvement program in its entirety. The finding shall be based on an objective analysis, including, but not limited to, travel forecast, cost, and air quality. The commission shall hold a public hearing in the affected county or region prior to rejecting the program, or not later than 60 days after rejecting the program. When a regional transportation improvement program is rejected, the regional entity may submit a new regional transportation improvement program for inclusion in the state transportation improvement program. The commission shall not reject a regional transportation improvement program unless, not later than 60 days after the date it received the program, it provided notice to the affected agency that specified the factual basis for its proposed action.

(i) A project may be funded with more than one of the program categories listed in Section 164 of the Streets and Highways Code.

(j) Notwithstanding any other provision of law, no local or regional matching funds shall be required for projects that are included in the state transportation improvement program.

(k) The commission may include a project recommended by a regional transportation planning agency or county transportation commission pursuant to subdivision (c) of Section 14527, if the commission makes a finding, based on an objective analysis, that the recommended project is more cost-effective than a project submitted by the department pursuant to Section 14526.

*(Amended by Stats. 2000, Ch. 91, Sec. 5. Effective July 7, 2000.)*

**§14529.01.** (a) It is the intent of the Legislature to facilitate project development work on needed transportation projects to produce a steady flow of construction projects by adding an advance project development element to the state transportation improvement program, beginning with the 2000 State Transportation Improvement Program.

(b) The advance project development element shall include only project development activities for projects that are eligible for inclusion in a state transportation improvement program.



(c) The fund estimate for each state transportation improvement program shall designate an amount to be available for the advance project development element, which shall be not more than 25 percent of the programmable resources estimated to be available for the first and second years following the period of the state transportation improvement program, subject to the formulas in Sections 164, 188, and 188.8 of the Streets and Highways Code.

(d) The department, transportation planning agencies, and county transportation commissions may nominate projects to the commission for inclusion in the advance project development element through submission of the regional transportation improvement program and the interregional transportation improvement program.

(e) The funds programmed in the advance project development element may be allocated within the period of the state transportation improvement program without regard to fiscal year.

(f) The commission may develop guidelines to implement this section.

*(Amended by Stats. 2010, Ch. 478, Sec. 3. Effective January 1, 2011.)*

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## Streets and Highways Code

**§163.** The Legislature, through the enactment of this section, intends to establish a policy for the use of all transportation funds that are available to the state, including the State Highway Account, the Public Transportation Account, and federal funds. For the purposes of this section, “federal funds” means any obligational authority to be provided under annual federal transportation appropriations acts. The department and the commission shall prepare fund estimates pursuant to Sections 14524 and 14525 of the Government Code based on the following:

- (a) Annual expenditures for the administration of the department shall be the same as the most recent Budget Act, adjusted for inflation.
- (b) Annual expenditures for the maintenance and operation of the state highway system shall be the same as the most recent Budget Act, adjusted for inflation and inventory, or, when a maintenance plan has been enacted pursuant to Section 164.6, maintenance expenditures shall be based on planned expenditures in that plan.
- (c) Annual expenditure for the rehabilitation of the state highway system shall be the same as the most recent Budget Act, or, when a long-range rehabilitation plan has been enacted pursuant to Section 164.6, shall be based on planned expenditures in that long-range plan.
- (d) Annual expenditures for local assistance shall be the amount required to fund local assistance programs required by state or federal law or regulations, including, but not limited to, railroad grade crossing maintenance, bicycle transportation account, congestion mitigation and air quality, regional surface transportation programs, local highway bridge replacement and rehabilitation, local seismic retrofit, local hazard elimination and safety, and local emergency relief.
- (e) After deducting expenditures for administration, operation, maintenance, local assistance, safety, and rehabilitation pursuant to subdivisions (a), (b), (c), and (d), and for expenditures pursuant to Section 164.56, the remaining funds shall be available for capital improvement projects to be programmed in the state transportation improvement program.

*(Amended by Stats. 2004, Ch. 212, Sec. 5. Effective August 11, 2004.)*

**§164.** (a) Funds made available for transportation capital improvement projects under subdivision (e) of Section 163 shall be programmed and expended for the following program categories:

- (1) Twenty-five percent for interregional improvements.
  - (2) Seventy-five percent for regional improvements.
- (b) Sixty percent of the funds available for interregional improvements under paragraph (1) of subdivision (a) shall be programmed and expended for improvements to state highways that are specified in Sections 164.10 to 164.20, inclusive, and that are outside the boundaries of an urbanized area with a population of more than 50,000, and for intercity rail improvements.

(c) Not less than 15 percent of the amount of funds programmed under subdivision (b) shall be programmed for intercity rail improvement projects, including separation of grade projects.

(d) Funds made available under paragraph (1) of subdivision (a) shall be used for transportation improvement projects that are needed to facilitate interregional movement of people and goods. The projects may include state highway, intercity passenger rail, mass transit guideway, or grade separation projects.

(e) Funds made available under paragraph (2) of subdivision (a) shall be used for transportation improvement projects that are needed to improve transportation within the region. The projects may include, but shall not be limited to, improving state highways, local roads, public transit, intercity rail, pedestrian, and bicycle facilities, and grade separation, transportation system management, transportation demand management, soundwall projects, intermodal facilities, safety, and providing funds to match federal funds.

*(Amended by Stats. 1998, Ch. 596, Sec. 5. Effective September 21, 1998.)*

## **Appendix G – RESOLUTION TO ADOPT THE 2026 STIP FUND ESTIMATE**

APPROVED BY

**CTC**

AUG 14 2025

California  
Transportation Commission

### **CALIFORNIA TRANSPORTATION COMMISSION**

#### **ADOPTION OF THE 2026 FUND ESTIMATE**

##### **RESOLUTION G-25-52**

- 1.1 WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include an estimate of all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2 WHEREAS, on January 30, 2025, the Department presented an overview of the fund estimate process and schedule; and
- 1.3 WHEREAS, on May 15, 2025, the Department presented, and the Commission approved the 2026 Fund Estimate assumptions; and
- 1.4 WHEREAS, on June 26, 2025, the Department presented to the Commission the Draft 2026 Fund Estimate; and
- 1.5 WHEREAS, on July 22, 2025, the Commission held a workshop on the Proposed 2026 Fund Estimate to consider public comment, and indicated that the adoption of the 2026 Fund Estimate would be scheduled for August 14, 2025; and
- 1.6 WHEREAS, on August 14, 2025, the Department presented to the Commission an updated, Proposed 2026 Fund Estimate; and
- 1.7 WHEREAS, the Proposed 2026 Fund Estimate identifies new program capacity for STIP for the five-year period covering 2026-27 through 2030-31; and
- 1.8 WHEREAS, the Proposed 2026 Fund Estimate includes annual programming targets, adjusted for STIP amendments and allocations through June 2025.

- 2.1 NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the 2026 STIP Fund Estimate, as presented by the Department on August 14, 2025, with programming in the 2026 STIP to be based on the statutory funding identified; and
- 2.2 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the 2026 Fund Estimate to each regional agency and county transportation commission.

## **VISION**

**A thriving and connected California.**

## **MISSION**

**Improving lives and communities through transportation.**

## **VALUES**

**Collaboration • Equity • Innovation • Integrity • People First • Pride • Stewardship**



**Prepared by California Department of Transportation  
California State Transportation Agency**

Photo of State Route 89 along Lake Tahoe

