

State of California
Business, Transportation & Housing Agency
Department of Transportation

POLICY MATTERS
Revised STIP Fund Estimate for 2000 STIP
Information Item

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Agenda Item: 4.3

Original Signed By

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Finance
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**PRESENTATION OF REVISED FUND ESTIMATE
FOR 2000 STATE TRANSPORTATION IMPROVEMENT PROGRAM**

The Fund Estimate (FE) provides an annual estimate of Federal and State funds reasonably expected to be available for programming in the State Transportation Improvement Program (STIP). At the August 1999 CTC meeting, the California Transportation Commission (Commission) adopted the 2000 STIP FE. At the November 1999 CTC meeting, the FE was revised to include the Advance Project Development Element of Assembly Bill (AB) 1012.

The Department, in consultation with Commission staff, has revised the assumptions that were used to develop the Adopted 2000 STIP FE which had a negative \$14 million available for programming. The revised assumptions result in a net amount available for STIP and State Highway Operation & Protection Program (SHOPP) programming of \$1.415 billion.

REVISED ASSUMPTIONS: (Note that only the following assumptions were changed)

Federal revenues:

- > Federal revenues have been adjusted to include an estimated increase in Revenue Aligned Budget Authority (RABA) of about \$275 million per year decreasing at 5% per year over 4-years (the 4-year RABA total equals about \$1.020 Billion).
 - Of the 4-year RABA amount:
 - ⇒ \$160 million was used in the Adopted 2000 FE
 - ⇒ \$219 million are RSTP / CMAQ funds to be subvented to Locals.
- > This results in \$641 million in Federal RABA available for STIP/SHOPP programming.

State revenues:

- > \$300 million of the Prudent Cash Balance is being made available for programming.
 - The Prudent Cash Balance normally held in reserve is about \$440 million annually.
 - The Revised Fund Estimate frees up \$300 million as needed over the 4-year fund estimate period.
- > \$315 million is from a projected increase in State revenues that is reflected in the proposed 2000-01 Governor's Budget.
 - The increase over 4-years results in additional fuel tax revenues of about \$210 million and truck weight fee revenues of about \$105 million.
- > A total of \$615 million becomes available for STIP/SHOPP programming.

Reevaluation of Expenditures for STIP and County Share Reservations:

- > 1998 STIP and County Share Reservation expenditures have been revisited.
 - STIP rescheduled projects produces a net increase of \$189 M over 4-years.
 - County Share Reservation scheduling produces a net decrease of \$362 M over 4-years.
- > Adjustments in STIP and County Share Reservation scheduling resulted in about \$173 million available for reprogramming over 4-years.

Contingency for Delivery Shortfall:

- > The "Contingency for Delivery Shortfall" is adjusted to reflect improvement in local delivery of an additional 5% per year.
 - The adopted 2000 FE (for AB 1012) assumed local delivery at 45% in 2000-01, with 5% improvement per year.
 - The Revised Fund Estimate shows a 10% per year improvement in local delivery.
- > The level of contingency funds available for SHOPP/TOPS expenditures has been adjusted by the amount of the local delivery improvement.
- > Changes to contingencies resulted in no net change in funds available for STIP/SHOPP programming.

DEPARTMENT OF TRANSPORTATION STATE HIGHWAY ACCOUNT									
REVISED 2000 STIP FUND ESTIMATE (\$ millions)									
	1999-00	2000-01	2001-02	2002-03	2003-04	4-Year Total	2004-05	2005-06	AB 1012 Total
RESOURCES	\$5,500	\$5,310	\$5,055	\$4,837	\$4,637	\$19,839	\$5,367	\$5,193	\$10,560
STATE OPERATIONS	(\$1,225)	(\$1,237)	(\$1,264)	(\$1,293)	(\$1,322)	(\$5,116)	(\$1,352)	(\$1,382)	(\$2,734)
SHOPP									
SHOPP/TEA	(\$798)	(\$767)	(\$762)	(\$759)	(\$777)	(\$3,065)	(\$892)	(\$1,062)	(\$1,954)
Minor	(87)	(87)	(89)	(92)	(95)	(363)	(97)	(100)	(197)
Support	(328)	(363)	(336)	(361)	(324)	(1,384)	(388)	(412)	(800)
Total SHOPP Plan	(\$1,212)	(\$1,217)	(\$1,187)	(\$1,213)	(\$1,196)	(\$4,812)	(\$1,377)	(\$1,574)	(\$2,951)
LOCAL ASSISTANCE									
Local Assistance/TEA	(\$730)	(\$851)	(\$870)	(\$871)	(\$869)	(\$3,461)	(\$886)	(\$899)	(\$1,785)
Retrofit Soundwalls		(8)	(31)	(60)	(71)	(170)	(52)	(4)	(56)
State/Local Partnership	(113)	(37)	(9)	0	0	(46)	0	0	0
EEM/TEA/TSM	(21)	(10)	(10)	(10)	(10)	(40)	(10)	(10)	(20)
Support	(62)	(70)	(57)	(54)	(55)	(236)	(56)	(57)	(113)
Total Local Assistance	(\$925)	(\$976)	(\$978)	(\$995)	(\$1,005)	(\$3,953)	(\$1,004)	(\$970)	(\$1,974)
SUBTOTAL AVAILABLE	\$2,137	\$1,880	\$1,626	\$1,337	\$1,115	\$5,958	\$1,635	\$1,266	\$2,901
1998 STIP C/O Commitments:									
STIP Highway & Local Roads	(\$1,177)	(\$921)	(\$829)	(\$934)	(\$828)	(\$3,512)	(\$630)	(\$263)	(\$893)
STIP Transit (RAIL & Mass Trans)	(402)	(412)	(184)	(102)	(108)	(805)	(54)	(22)	(76)
STIP Right of Way	(184)	(180)	(185)	(108)	(73)	(546)	(50)	(34)	(83)
Support	(374)	(317)	(271)	(258)	(188)	(1,034)	(143)	(100)	(243)
Total STIP C/O Commitments	(\$2,137)	(\$1,830)	(\$1,468)	(\$1,402)	(\$1,198)	(\$5,897)	(\$877)	(\$419)	(\$1,296)
RESERVES									
STIP "Long-Term" County Share Reservation	\$0	(\$16)	(\$55)	(\$70)	(\$73)	(\$214)	(\$58)	(\$19)	(\$77)
STIP "Short-Term" County Share Reservation	0	(26)	(12)	0	0	(38)	0	0	0
Economic Uncertainties	0	(40)	(40)	(40)	(40)	(160)	(40)	(40)	(80)
Total RESERVES	\$0	(\$82)	(\$107)	(\$110)	(\$113)	(\$412)	(\$98)	(\$59)	(\$157)
AVAILABLE FOR PROGRAM	\$0	(\$32)	\$51	(\$174)	(\$196)	(\$351)	\$660	\$788	\$1,448
CONTINGENCIES									
Resources:									
Contingency for Delivery Shortfall	\$300	\$352	\$330	\$287	\$237	\$1,507			
Expenditures:									
Stormwater		(41)	(41)	(41)	(41)	(164)			
SHOPP/TOPS	(50)	(194)	(241)	(251)	(96)	(833)			
Total CONTINGENCIES Available	\$250	\$117	\$48	(\$5)	\$100	\$510			
NET PROGRAMMING	\$250	\$85	\$99	(\$179)	(\$96)	\$159			
Additional State RESOURCES		\$75	\$161	\$206	\$173	\$615	\$85	\$88	\$173
Additional Federal RESOURCES		193	213	218	236	860			
Additional Federal Local Subvention		(46)	(54)	(56)	(63)	(219)			
AVAILABLE FOR STIP / SHOPP PROGRAM	\$250	\$307	\$420	\$188	\$250	\$1,415	\$746	\$876	\$1,621