



Budget and Allocation Capacity Update  
Presented to the  
California Transportation Commission

# 2011-12 Capital Allocations vs. Capacity

2011-12 Capital Allocations vs. Capacity Summary through December 31, 2011 (\$ in millions)					
	SHOPP <sup>1</sup>	STIP <sup>1</sup>	TCRP	BONDS	TOTAL
Total Allocation Capacity	\$2,058	\$842	\$84	\$4,497	\$7,480
Total Votes	1,578	311	78	1,746	3,713
Authorized Changes <sup>2</sup>	-145	-7	0	0	-152
<b>Total Remaining Capacity</b>	<b>\$625</b>	<b>\$538</b>	<b>\$6</b>	<b>\$2,751</b>	<b>\$3,919</b>

Note: Totals may not add due to rounding

<sup>1</sup>Proposition 1B bond capacity included in total: \$58M (Prop 1B SHOPP); \$395M (Prop 1B STIP).

<sup>2</sup>Authorized changes include project increases and decreases pursuant to the Commission's G-12 process and project rescissions.

- \$3.7B allocated through December toward 358 projects with a remaining capacity of \$3.9B.
- \$264M of the \$447M of the State Transportation Improvement Program (STIP) non-bond capacity has been allocated.

# 2012-13 Proposed Governor's Budget Transportation Overview

## Changes in Budget Category Expenditures 2011-12 Enacted vs. 2012-13 Proposed

Category	CY Enacted 2011-12	BY Proposed 2012-13	Change		
				\$ Change	% Change
State Operations	\$ 4,066	\$ 3,971	▼	\$ (95)	-2.3%
Capital Outlay	6,661	4,803	▼	(1,858)	-27.9%
Local Assistance	2,493	2,296	▼	(197)	-7.9%
Financing**	123	122	▼	(1)	-0.8%
<b>Total</b>	<b>\$ 13,343</b>	<b>\$ 11,192</b>	<b>▼</b>	<b>\$ (2,151)</b>	<b>-16.1%</b>
Personnel Years (PY)	20,463	20,439	▼	(24)	-0.1%

\*\* Financing includes GARVEE debt service and P3 payments, which may be categorized in the Governor's Budget as either State Operations or Capital Outlay. The Governor's Budget does not reflect the carryover of GARVEE debt service expenditures that will occur in future years.

- The Governor's Budget does not yet include any additional Proposition 1B bond authority for Capital Outlay or Local Assistance. New Bond appropriations will be proposed in the Spring.

# 2012-13 Proposed Governor's Budget

## Major Program Changes

- **Weight Fees**
  - \$938 million from the State Highway Account (SHA) to the General Fund.
- **Continuous Appropriation of the Highway Users Tax Account**
  - Allows excise taxes to be transferred to the SHA and Local Cities and Counties in the absence of an adopted budget.
- **Amtrak Cost Increase**
  - The Governor's Budget proposes an increase of \$13.9 million for Caltrans' operation and maintenance agreement with Amtrak.
- **Mass Transportation and Rail Program**
  - The Budget proposes a reduction of \$3.7 million and 41.7 personnel years.
  - This is a 25% reduction in Public Transportation Account staffing in these programs.
  - The administration believes that streamlining and efficiencies will allow a similar level of service at less cost to the state.

# 2012-13 Proposed Governor's Budget

## Significant Proposals

- **Restructuring Agencies**

- Newly proposed Transportation Agency:

- Department of Transportation
- Department of Motor Vehicles
- High-Speed Rail Authority
- California Highway Patrol
- California Transportation Commission
- Board of Pilot Commissioners

- The Governor's proposal reduces the number of agencies from 12 to 10.

- **Zero-Based Budgeting**

- Governor's Executive Order B-13-11.
- Ordered Director of Finance to create a plan by March 2012.

# 2012-13 Proposed Governor's Budget

## Significant Proposals Continued

- **FY 2011-12 Proposed Budget Change Proposals (BCPs)**

- The Budget includes 11 BCPs representing a net increase of \$17.4 million.
- The Transportation Budget includes BCPs for the following major areas, in addition to the Mass Transportation and Amtrak BCPs previously mentioned:
  - Project Implementation Documents (PIDs) zero-base staffing
  - American with Disabilities Act (ADA) compliance
  - Public Private Partnership Program (P3) implementation
  - Continuation of SAFETEA-LU oversight activities
  - Continuation of bond oversight activities

# Federal Transportation Reauthorization Legislation Overview

- **Moving Ahead for Progress in the 21st Century (MAP-21)**
- **Senate Bill Highlights:**
  - Reauthorizes the Federal-aid highway program for two fiscal years.
    - Current funding levels plus inflation
  - Consolidates the number of Federal-aid highway programs from 7 to 5:
    - The National Highway Performance Program (NHPP)
    - The Transportation Mobility Program (TMP)
    - Congestion Mitigation and Air Quality Improvement Program (CMAQ)
    - The Highway Safety Improvement Program (HSIP)
    - \*NEW\* The National Freight Network Program (NFNP)

# Federal Transportation Reauthorization Authorization of Appropriations

## ● Apportionment

- Total apportionments are approximately 30% higher than revenues.
  - Revenue shortfall unsustainable long-term
- California's share would be 9.6% of total apportionment.
  - Higher than historical average of 9.2%
- Does not currently contain earmarks.
  - Any earmarks would reduce the apportionments that would go to States

# Federal Transportation Reauthorization

## New Changes

- **Driving While Intoxicated (DWI) or Driving Under the Influence (DUI)**
  - Minimum penalties for repeat offenders increased.
  - For California, the penalty triples from approximately \$55M to \$165M per year.
- **Project Oversight**
  - Allows states to get reimbursed for oversight with 100% Federal funds.
- **Goods Movement**
  - New National Freight Network Program created to foster improvement in movement of goods.