Revision to Proposed 2010-11 Allocation Capacity

By Fund and Program ($ in millions)					
Fund	**SHOPP**	**STIP**	**TCRP**	**Other Bonds**	**Total**
SHA	$200	$200	$0	$0	**$400**
FTF	1,800	200	0	0	**2,000**
PTA	0	**225**	0	0	**225**
TCRF[1]	0	0	84	0	**84**
Prop 1A Bonds*	*0*	*0*	*0*	*234*	*234*
Prop 1B Bonds*	*57*	*469*	*0*	*3,471*	*3,997*
Total Capacity	**$2,057**	**$1,094**	**$84**	**$3,705**	**$6,940**

[1] *$76M in Traffic Congestion Relief Fund has already been allocated.*

** Bond capacity represents total proposed budget authority and is subject to sales in 2010-11.*

Since the Department's presentation of the Proposed 2010-11 Allocation Capacity to the California Transportation Commission (Commission) on June 30, 2010, the recommended Allocation Capacity for the Public Transportation Account (PTA) has been increased from $50 million to $225 million, making a total allocation capacity of just under $7 billion for all fund types.

The original Proposed 2010-11 Allocation Capacity displayed a total PTA Allocation Capacity of $50 million based on forecasts made in early June 2010. The Revision to the Proposed 2010-11 Allocation Capacity for the PTA is based on two factors:

- An increase in the Department of Finance's revenue projections, and
- An increase in 4th quarter receipts, which included a spillover transfer of $180 million.

Despite the changes, the Department does not project any significant Allocation Capacity for the PTA beyond 2010-11. The enactment of the fuel tax swap on March 22, 2010, eliminated the State portion of sales tax on gasoline effective July 1, 2010 and requires the State Controller to direct 75 percent of sales tax on diesel revenues to State Transit Assistance. As a result, PTA resources will be limited.

Until the 2010-11 Budget Act and trailer bills are enacted, the 2010-11 Allocation Capacity will remain as currently proposed. However, other changes, such as the potential passage of Proposition 22 in November, may require the Department to re-estimate Allocation Capacity.