

Department of Transportation

Draft 2012 Fund Estimates

Presented to the
California Transportation Commission
June 22, 2011

Review of Assumptions

- Approved assumptions now include:
 - Economic Recovery: Recovery begins in 2013
 - Motor Vehicle Account transfers of \$10M/year in 2014-15 through 2016-17
 - A combined \$104M in additional services and extensions to existing routes for intercity rail operations over FE period
- Other change to assumptions:
 - Excise tax on gasoline reflects a 0.4 cent/gallon increase to a total of 35.7 cents/gallon rate in 2011-12

Draft 2012 STIP FE Program Capacity

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE SHOPP Target Capacity	\$2,050	\$2,000	\$2,300	\$2,400	\$2,400	\$2,400	\$11,500	\$13,550
2010 SHOPP Program ¹	2,045	1,950	2,005	0	0	0	3,955	6,000
Net Difference	\$5	\$50	\$295	\$2,400	\$2,400	\$2,400	\$7,545	\$7,550
Cumulative Difference	\$5	\$55	\$350	\$2,750	\$5,150	\$7,550		

	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	5-Year Total	6-Year Total
2012 FE STIP Target Capacity								
SHA Program Capacity	\$550	\$550	\$550	\$600	\$650	\$650	\$3,000	\$3,550
TE Program Capacity	83	83	83	83	83	83	416	499
PTA Program Capacity	25	25	25	25	25	25	125	150
TFA Available Capacity ²	229	0	0	0	0	0	0	229
Total 2012 FE STIP Target Capacity	\$887	\$658	\$658	\$708	\$758	\$758	\$3,541	\$4,427
2010 STIP Program ³	763	792	499	612	0	0	1,902	1,902
Net Difference	\$123	(\$133)	\$159	\$96	\$758	\$758	\$1,638	\$2,525
Cumulative Difference	\$123	(\$10)	\$149	\$245	\$1,003	\$1,762		

Notes:

General note: Program capacity includes construction, right-of-way, and capital outlay support.

¹ 2010 SHOPP Program totals from Transportation Programming as of May 16, 2011.

² TFA available capacity represents unallocated funding available for commitment to STIP projects.

³ 2010 STIP Program estimates as of June 30, 2011 (provided by Commission staff).

- Target Capacity includes commitments + new capacity
- Total SHOPP capacity is \$11.5 billion over FE period
- Total STIP capacity is \$3.5 billion over FE period

Pending Issues

- If passed, Assembly Bill (AB) 115 would impact the 2012 FE:
 - Not included in the Draft 2012 FE tables
 - Converts current General Fund (GF) loans from the State Highway Account (SHA) into loans originating from weight fees
 - Department of Finance estimates this would impact about \$840 million in loan repayments from the GF
 - Pre-Proposition 42 backfill loan repayments from SHA to Traffic Congestion Relief Fund considered to be from weight fees
 - Department of Finance stated this will impact \$132M in future Pre-Proposition 42 loan repayments

Pending Issues Cont'd

- AB 115 cont'd:
 - Postpones \$29 million loan repayment from the Public Transportation Account to the GF until June 30, 2021
- Federal resources
 - Still no Federal Highway Act

Next Steps

- Any proposed changes, questions, or concerns will be handled through Commission staff
 - Any changes to 2012 FEs will be discussed with Commission staff prior to the August meeting
 - Department will update 2012 FEs with any changes resulting from a signed 2011-12 Budget Act
- Remaining schedule
 - Present final 2012 Fund Estimates for adoption at August 10-11, 2011 meeting
 - Commission may delay adoption for up to 90 days