



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 May 30, 2012 (\$ in millions) | | | | | |
|--|--------------------|-------------------|------------|----------------|----------------|
| | SHOPP ¹ | STIP ¹ | TCRP | BONDS | TOTAL |
| Total Allocation Capacity | \$2,069 | \$895 | \$84 | \$4,485 | \$7,533 |
| Total Votes | 1,941 | 775 | 78 | 3,119 | 5,913 |
| Authorized Changes ² | -287 | -11 | 0 | 0 | -298 |
| Total Remaining Capacity | \$415 | \$131 | \$6 | \$1,366 | \$1,918 |

Note: Totals may differ due to rounding.

¹Proposition 1B bond capacity included in total: \$69M (Prop 1B SHOPP); \$395M (Prop 1B STIP).

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

- \$5.6 billion allocated through May, including authorized changes, representing 75 percent of total capacity toward 709 projects.
- Total remaining capacity is \$1.9 billion.
- \$485 million of the \$500 million of the State Transportation Improvement Program (STIP) non-bond capacity has been allocated.

2012-13 Preliminary Allocation Capacity

| DRAFT 2012-13 Preliminary Allocation Capacity By Fund and Program (\$ in millions) | | | | |
|---|----------------|--------------|-------------|----------------|
| Fund | SHOPP | STIP | TCRP | Total |
| SHA | \$225 | \$200 | \$0 | \$425 |
| FTF | 1,275 | 300 | 0 | 1,575 |
| PTA | 0 | 50 | 0 | 50 |
| TCRF | 0 | 0 | 83 | 83 |
| Total Capacity* | \$1,500 | \$550 | \$83 | \$2,133 |

**Totals may differ due to rounding.*

- 2012-13 Preliminary Allocation Capacity limits are estimates:
 - Previous year carry-over balances are not included.
 - Bond capacity will be updated at July meeting.

- 2012-13 Final Allocation Capacity will be available in July 2012.

Federal Reauthorization Update

- **The 9th extension of the current authorization, H.R. 4281, is set to expire June 30.**
 - 90-day extension of SAFETEA-LU.
- **The House and Senate continue to work towards final legislation that will provide longer-term stability for transportation funding.**
 - Conference Committee negotiations are entering their final week.
 - Should negotiations fail, Congress will have to pass a 10th extension of SAFETEA-LU.

Risks of Federal-aid Expiration

- **Current Federal-aid Facts:**

- There are more than 5,000 on-going state and local projects with an estimated contract value of more than \$24 billion from all fund sources.

- **Federal-aid Expiration Impacts:**

- In general, if federal reimbursements stop at the end of the month, the State Highway Account would be near insolvency in approximately two months.
- Without guaranteed federal reimbursement, Caltrans may need to suspend ongoing construction projects immediately.
- Long-term construction projects could not move forward because of federal funding uncertainty.
- Absent another source of funding, Caltrans could be forced to halt construction on critical transportation projects and would have to curtail work in other areas, such as maintenance, to preserve cash.

Annual GARVEE Capacity Report 2012

- This analysis is done annually to provide the CTC assistance in its decisions regarding the issuance of GARVEE bonds.

| Summary of Results for GARVEE Bonding Capacity Sensitivity Analyses | | |
|--|---|--|
| Final Maturity Amortization Period | Base Case March 1, 2012 'AA' Scale | Market Sensitivity Case Base Case plus 100 Basis Points |
| 6 years | \$2.93 billion | \$2.83 billion |
| 12 years | \$5.40 billion | \$5.08 billion |