



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 April 30, 2012 (\$ in millions)					
	SHOPP ¹	STIP ¹	TCRP	BONDS	TOTAL
Total Allocation Capacity	\$2,069	\$895	\$84	\$4,485	\$7,533
Total Votes	1,849	576	78	2,642	5,144
Authorized Changes ²	-324	-13	0	0	-337
Total Remaining Capacity	\$544	\$332	\$6	\$1,844	\$2,726

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.

- \$4.8 billion allocated through April, including authorized changes, representing 64 percent of total capacity toward 613 projects.
- Total remaining capacity is \$2.7 billion.
- \$368 million of the \$500 million of the State Transportation Improvement Program (STIP) non-bond capacity has been allocated.

May Revise Proposals

- **Overview**

- \$13.2 billion budget and 19,750 personnel years (PY), representing a reduction of \$100 million and 714 PYs from the 2011-12 Enacted Budget.

- **Proposition 1B (Prop 1B) Bond Authority**

- Total Prop 1B expenditure authority of \$3.1 billion.

- **High-Speed Rail Connectivity Finance Letter**

- An increase of \$812 million in funding for Prop 1A, representing the remaining balance for HSR connectivity projects.

May Revise Proposals Continued

- **Capital Outlay Support (COS) Finance Letter**

- A reduction of \$34.9 million and 344 Full-Time Equivalents from the approved 2011-12 level.

- **Department Workforce**

- A reduction of 1,314 positions as part of the state-wide effort for a more accountable budget.
- A reduction to employee compensation statewide by \$839 million, equivalent to a five percent reduction in pay, and shifting to a four day, 38 hours per week work schedule.

May Revise Proposals Continued

- **Off-Highway Vehicle Transfer**

- Transfers of approximately \$312 million to the General Fund (GF) from revenues associated with gasoline purchased for off-highway use.
- Normal distribution would be 56 percent to the State Highway Account (SHA) and 44 percent to local cities and counties.

- **Weight Fee Swap**

- Transfers of \$936 million in weight fees from the SHA to the GF for debt service on transportation-related bonds (\$604 million) and as a loan for GF relief (\$332 million).
- Trailer bill language was proposed to transfer the balance of the \$187 million to achieve revenue neutrality.

- **General Fund Loan Deferrals**

- GF loan deferrals for repayment to the SHA (\$285 million) and to various smaller funds.

Federal Reauthorization Update

- **Conferees from both the House and Senate continue to meet on passing a surface transportation bill.**
 - The Senate focused on MAP-21.
 - The House focused on H.R. 4348.
- **The Senate has yet to take action on H.R. 4348**
 - Provides funding through September 30, 2012.
- **The 9th extension of the current authorization, H.R. 4281, is set to expire June 30, leaving only three weeks in which both the House and Senate are in session simultaneously.**