



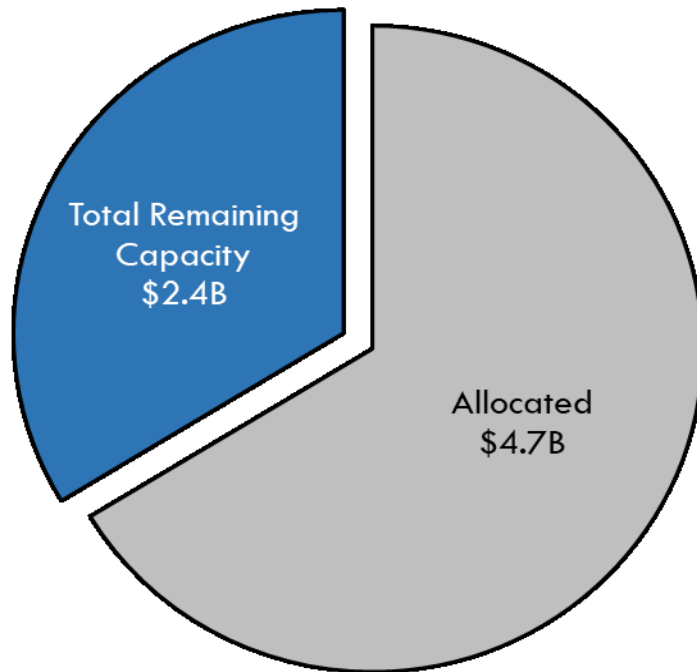
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# **Budget and Allocation Capacity Update**

Presented to the  
California Transportation Commission

# 66% of 2019-20 Capacity Allocated Through May 2020

## \$7.1 Billion Allocation Capacity



Program	Allocated	
<b>SHOPP<sup>1</sup></b>	\$ 3,141	93%
<b>STIP<sup>1</sup></b>	\$ 285	73%
<b>TIRCP</b>	\$ 395	29%
<b>LPP</b>	\$ 136	41%
<b>SCCP</b>	\$ 197	59%
<b>TCEP</b>	\$ 342	46%
<b>Other<sup>2</sup></b>	\$ 233	39%

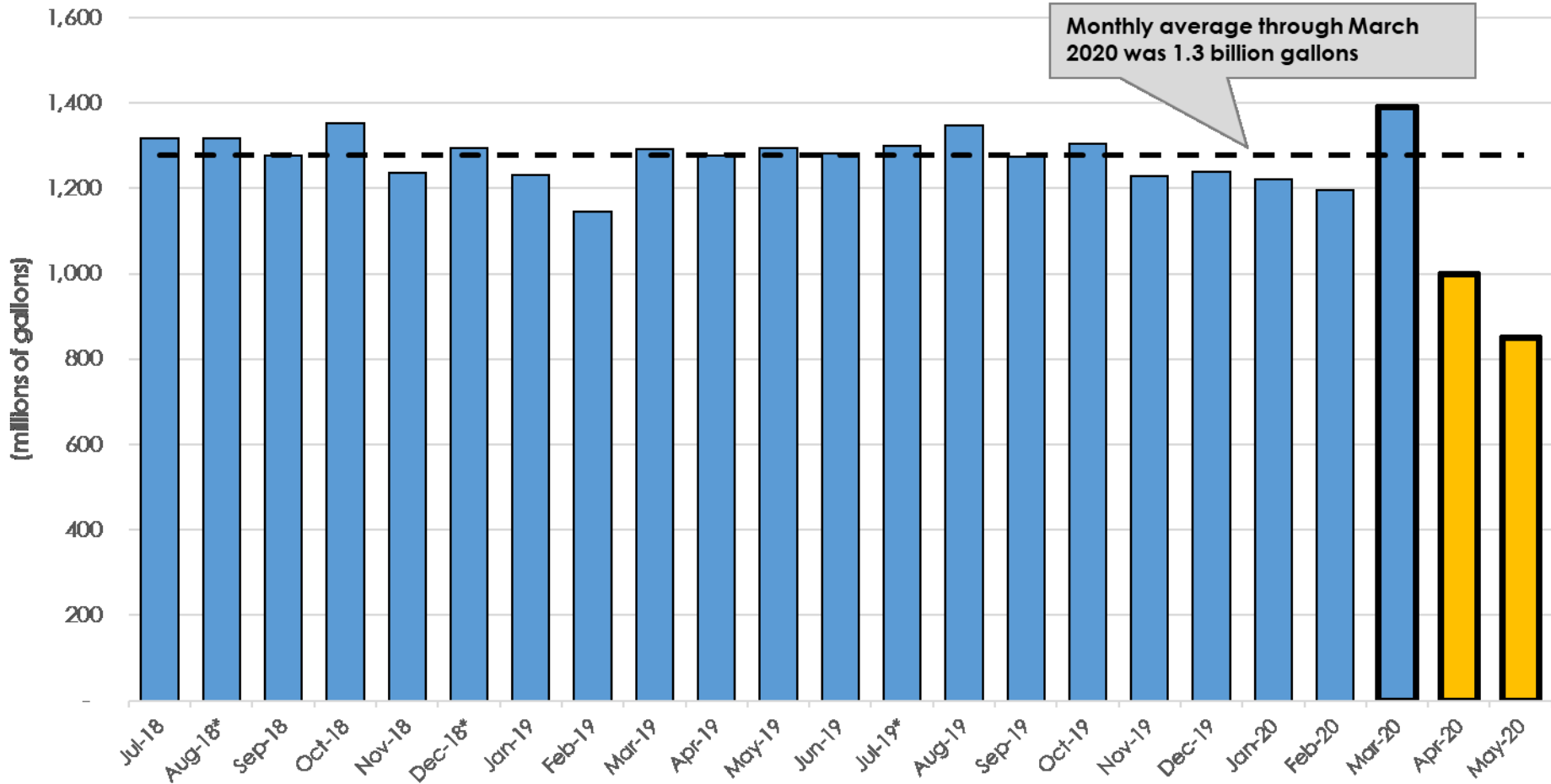
1. Includes authorized changes and rescissions through April totaling -\$241 million for the SHOPP and \$5 million for STIP. Amounts may not sum to totals due to independent rounding.
2. Other represents Aero, ATP and Bonds.

# 2020-21 State Revenue Impacts

<b>Transportation Revenue Changes from Governor's Budget to May Revise</b> (\$ in thousands)			
	<b>Current Year (2019-20)</b>	<b>Budget Year (2020-21)</b>	<b>2-Year Impact</b>
Gasoline Excise	-\$565,793	-\$543,009	-\$1,108,802
Diesel Excise	-12,110	-126,924	-139,034
<i>Subtotal, Excise Taxes</i>	<i>-577,903</i>	<i>-669,933</i>	<i>-1,247,836</i>
Weight Fees	-61,059	-130,782	-191,841
Diesel Sales	27,004	-386,478	-359,474
Transportation/Road Improvement Fees	-7,167	-44,787	-51,954
<i>Subtotal, all other Taxes/Fees</i>	<i>-41,222</i>	<i>-562,047</i>	<i>-603,269</i>
<b>Total Net Revenue Change</b>	<b>-\$619,125</b>	<b>-\$1,231,980</b>	<b>-\$1,851,105</b>

Please note: the projected decrease in the Transportation/Road Improvement Fee is a result of updating forecasting criteria from what was used in the original methodology included in the Proposed budget released in January 2020

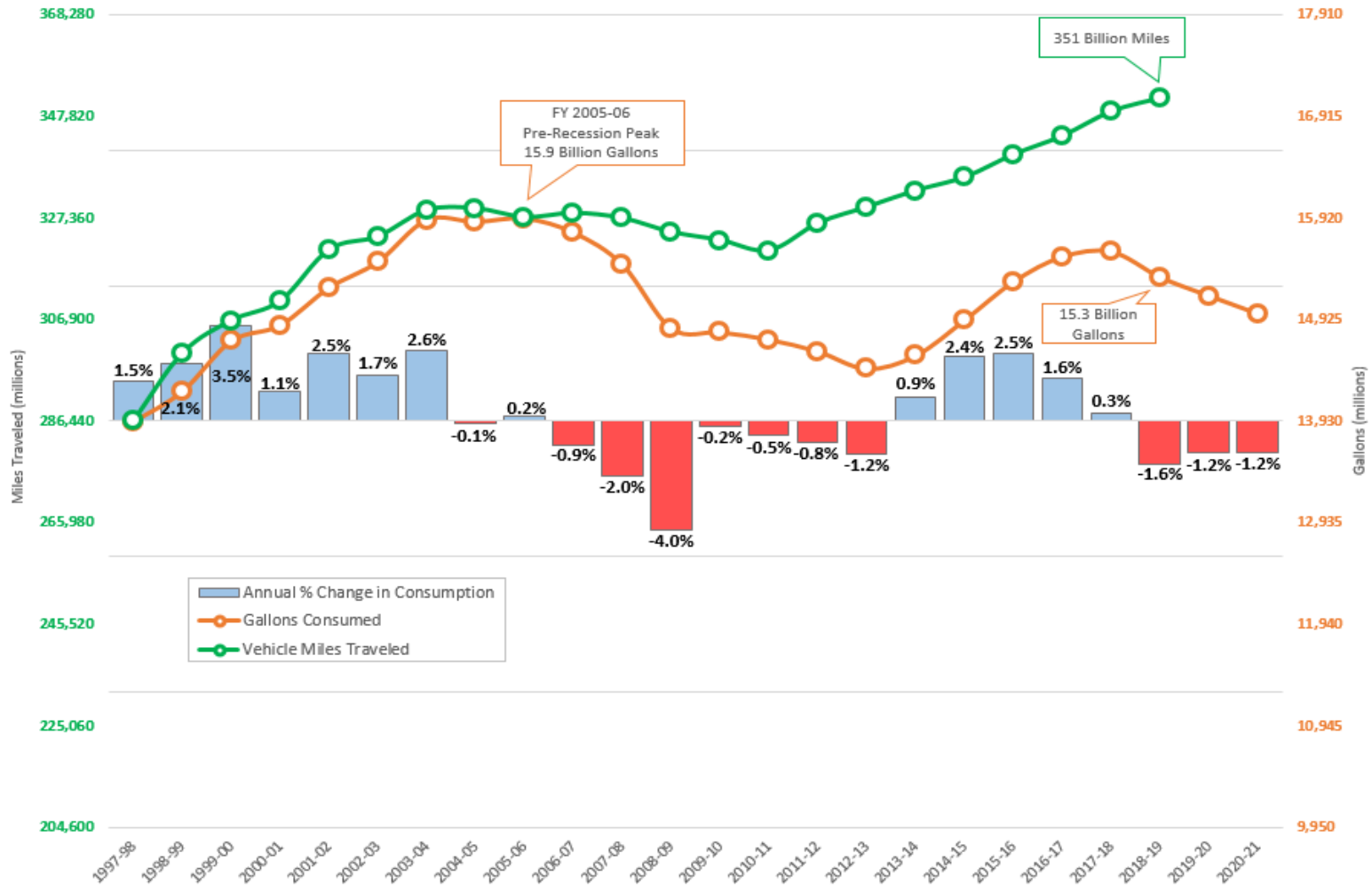
# Two Year Gas Consumption Trends



**Notes:** Bar outline indicates estimated monthly consumption based on gross gasoline excise tax revenue deposits.

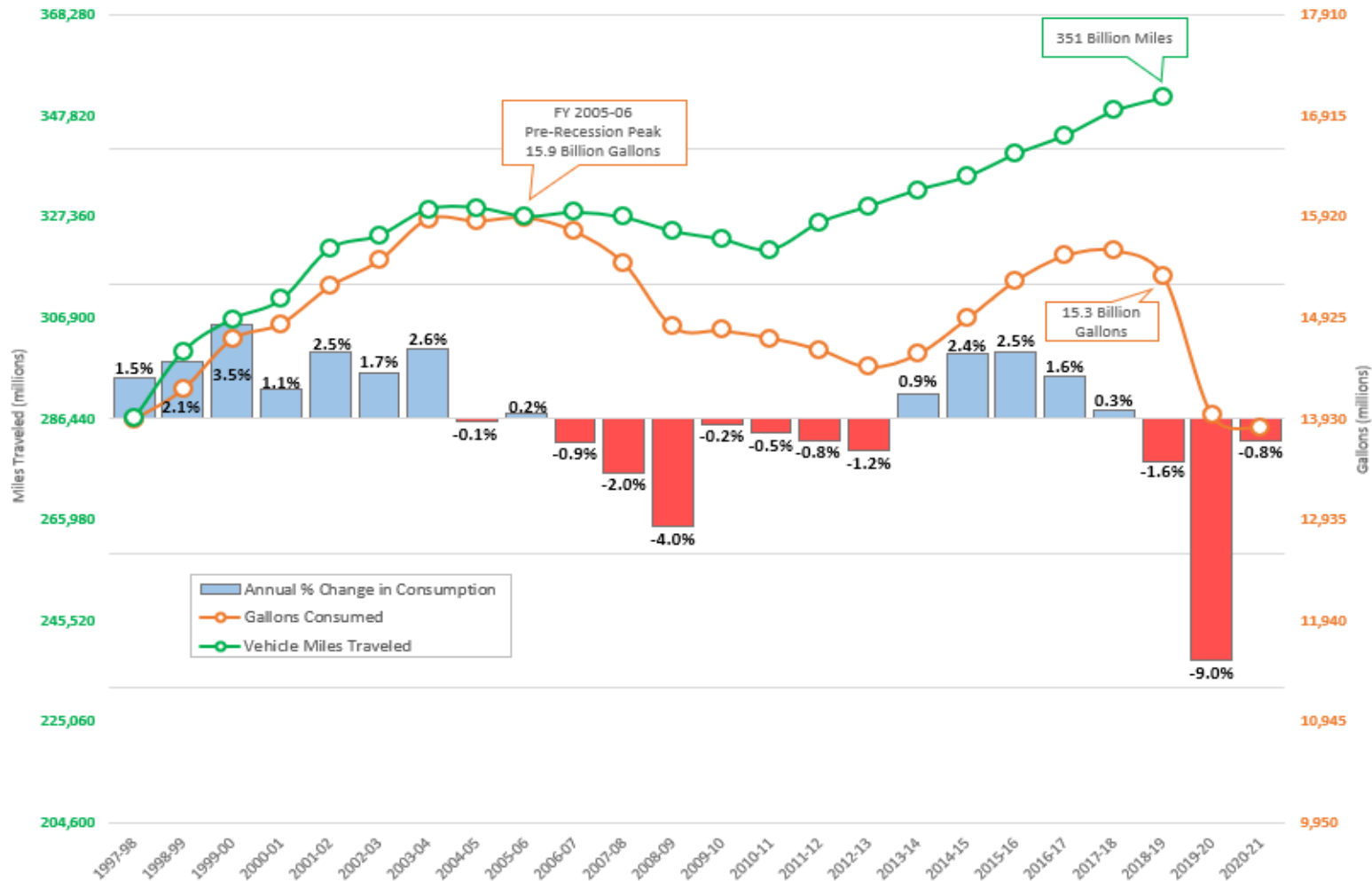
\* Consumption data does not include adjustments by the California Department of Tax and Fee Administration in their monthly reporting.

# Projected Decline in Gas Consumption from the Governor's Proposed Budget



Vehicle miles traveled based on data from US Federal Highway Administration from 1998 to 2019  
 Consumption data from the California Department of Tax and Fee Administration  
 All data with the exception of VMT are based in fiscal year

# Projections Updated for May Revision Due to COVID-19\*



\*Consumption in 2019-20 and 2020-21 is projected and based on May Revise gross gasoline revenues into MVFA divided by FY specific total excise tax rate  
 Vehicle miles traveled based on data from US Federal Highway Administration through 2018-19  
 Consumption data from the California Department of Tax and Fee Administration through 2018-19  
 All data with the exception of VMT are based in fiscal year

# 2020-21 DRAFT Allocation Capacity

2020-21 <b>DRAFT</b> Allocation Capacity										
By Fund and Program										
(\$ in millions)										
<i>Fund</i>	<i>SHOPP</i>	<i>STIP</i>	<i>ATP</i>	<i>SCCP</i>	<i>TCEP</i>	<i>TIRCP</i> <sup>1</sup>	<i>AERO</i> <sup>2</sup>	<i>LPP</i>	<i>Bonds</i>	<i>Total</i>
State Highway Account (SHA)	\$ 560	\$ 327	\$ 34	\$ 250	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 1,171
Federal Trust Fund (FTF)	1,400	150	89	-	127	-	-	-	-	1,766
Road Maintenance and Rehabilitation Account (RMRA)	1,500	-	100	-	-	-	-	200	-	1,800
Public Transportation Account (PTA)	-	15	-	-	-	497	-	-	-	512
Trade Corridors Enhancement Account (TCEA)	-	-	-	-	288	-	-	-	-	288
Aeronautics Account (Aero)	-	-	-	-	-	-	4	-	-	4
Proposition 1A Bonds <sup>3</sup>	-	-	-	-	-	-	-	-	72	72
Proposition 1B Bonds <sup>3</sup>	30	58	-	-	-	-	-	-	113	201
<b>Total Capacity</b>	<b>\$ 3,490</b>	<b>\$ 550</b>	<b>\$ 223</b>	<b>\$ 250</b>	<b>\$ 415</b>	<b>\$ 497</b>	<b>\$ 4</b>	<b>\$ 200</b>	<b>\$ 185</b>	<b>\$ 5,815</b>

1. Assumes \$230 million in Greenhouse Gas Reduction Fund (GGRF)
2. Includes \$4 million Local Airport Loan Account Transfer
3. Subject to Bond Sale

# Upcoming Events

## ● July:

- Scheduled inflation adjustment to Gasoline and Diesel Excise Taxes
- Road Improvement Fee (Zero Emission Vehicles) effective July 1, 2020
- Potential Federal Transportation Related Stimulus Package

## ● August:

- Final allocation capacity for 2020-21
- Potential funding increase due to Federal August Redistribution

## ● September:

- Federal Fixing America's Surface Transportation (FAST) Act set to expire
  - Newest proposal provides \$494 billion over the next five years to make transformative infrastructure investments.



# Questions

