

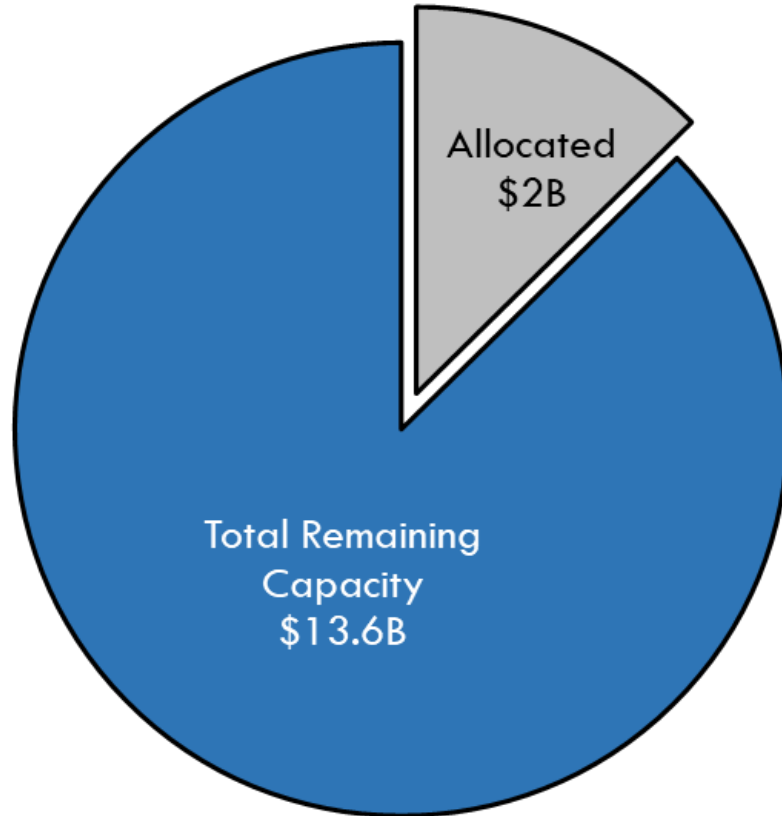


Budget and Allocation Capacity Update

Presented to the
California Transportation Commission

13% of 2022-23 Capacity Allocated Through August 2022

\$15.6 Billion Allocation Capacity



Program	Allocated	
SHOPP ¹	\$ 1,794	29%
STIP ¹	\$ 108	13%
TIRCP	\$ 8	0%
LPP	\$ 24	8%
SCCP	\$ 8	2%
TCEP	\$ -	0%
Other ²	\$ 29	2%

1. Includes authorized changes through July totaling -\$4 million for the SHOPP.
 2. Other represents Aero, ATP and Bonds.
- Amounts may not sum to totals due to independent rounding.

Maximize Use of Available Capital Capacity

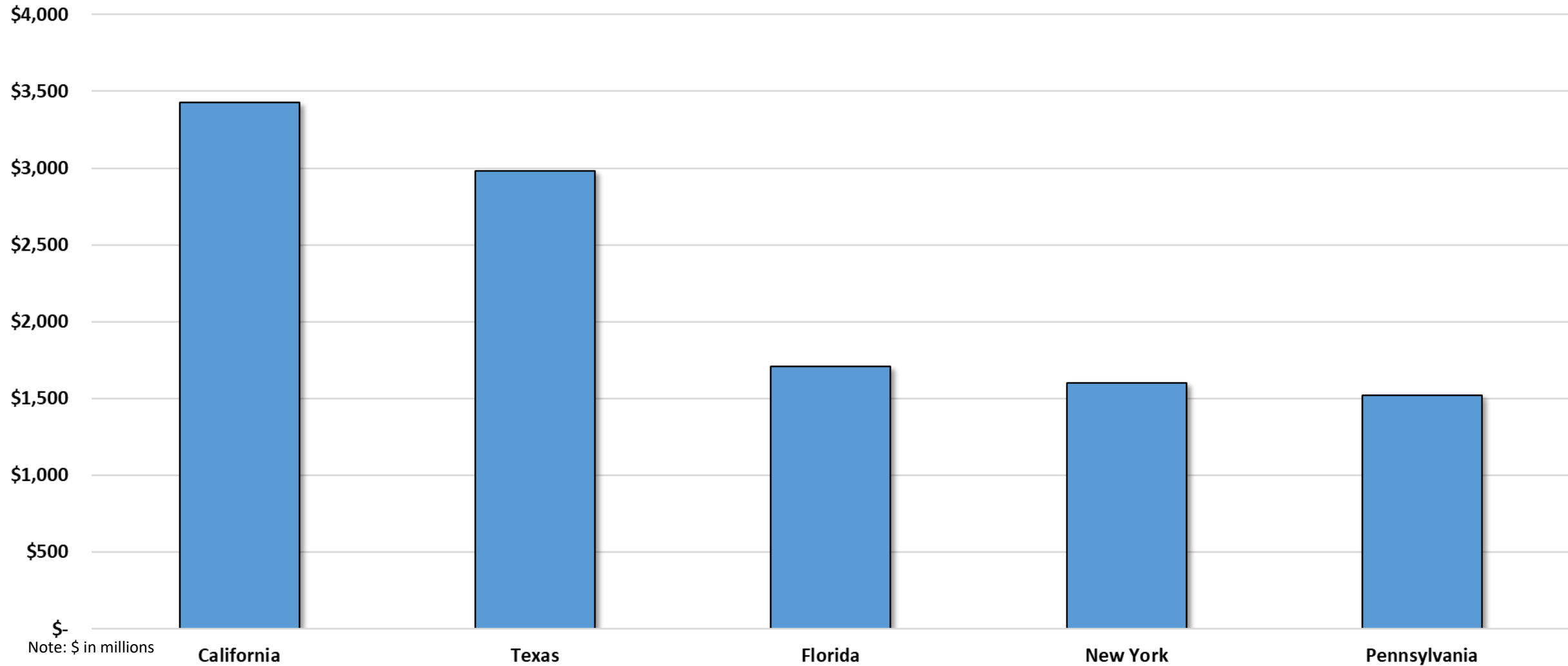
- Program Management Efforts
 - Tracking Time Extensions
 - Advancing projects from future fiscal years.
 - SHOPP – Amendments to add projects (G-13) to take advantage of additional funding
- Budgetary Efforts
 - Cash management
 - Federal funding
 - General Fund (Active Transportation Program)

Federal Funding Update

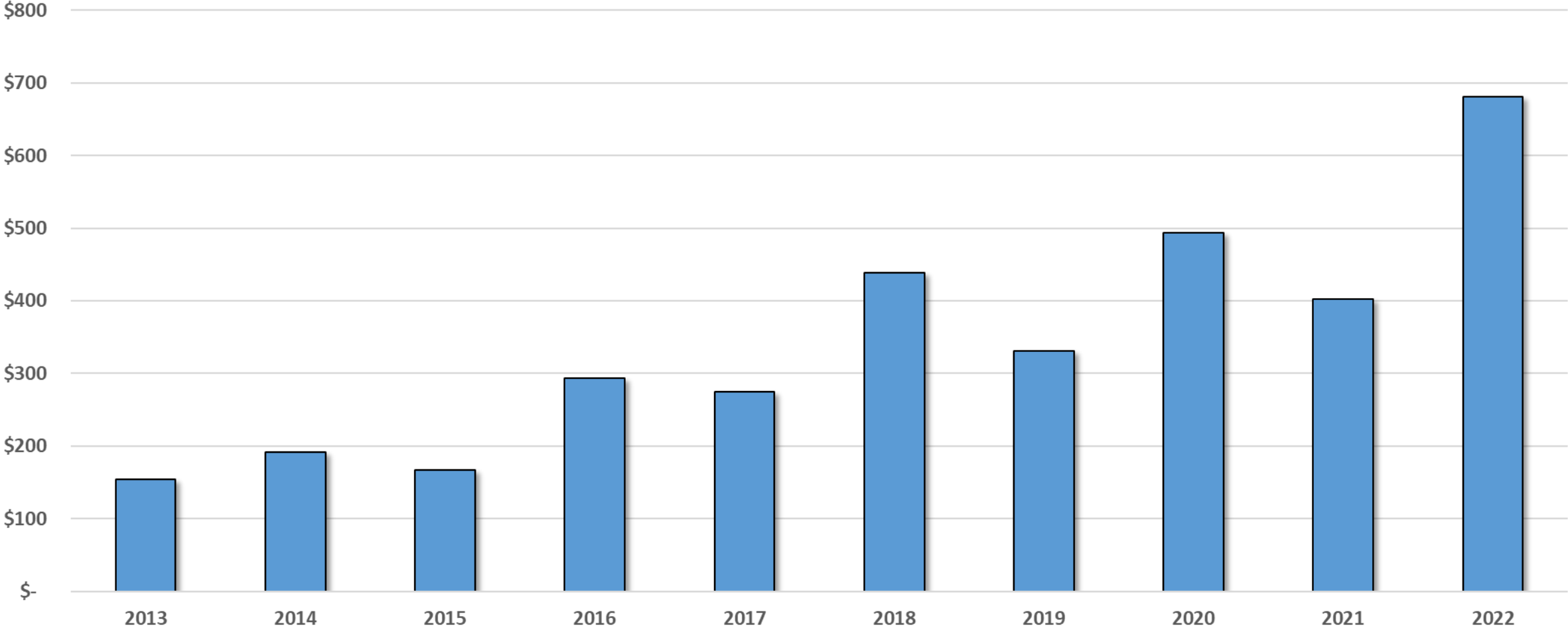
- August Redistribution (AR) is the process wherein the Federal Highway Administration redistributes unused Obligation Authority to States with a demonstrated need
 - California has been quite successful in past years
 - For 2022, California received \$681 million
 - Approximately \$3.4 billion over the last 10 years
 - AR funds must be obligated immediately on previously allocated projects already under advance construction

Note: 2022 August Redistribution based on U.S. Department of Transportation Notice, pending FHWA processing

10-Year August Redistribution Totals



10-Year California August Redistribution



Note: \$ in millions

Upcoming Events

- October

- 12-Month pause to the General Fund portion of Diesel Sales Tax, effective October 1, 2022
- Start of the 2023 Federal Fiscal Year

- January

- Release of the Governor's Proposed Budget for 2023-24
- 2024 STIP Fund Estimate Overview

Questions

