

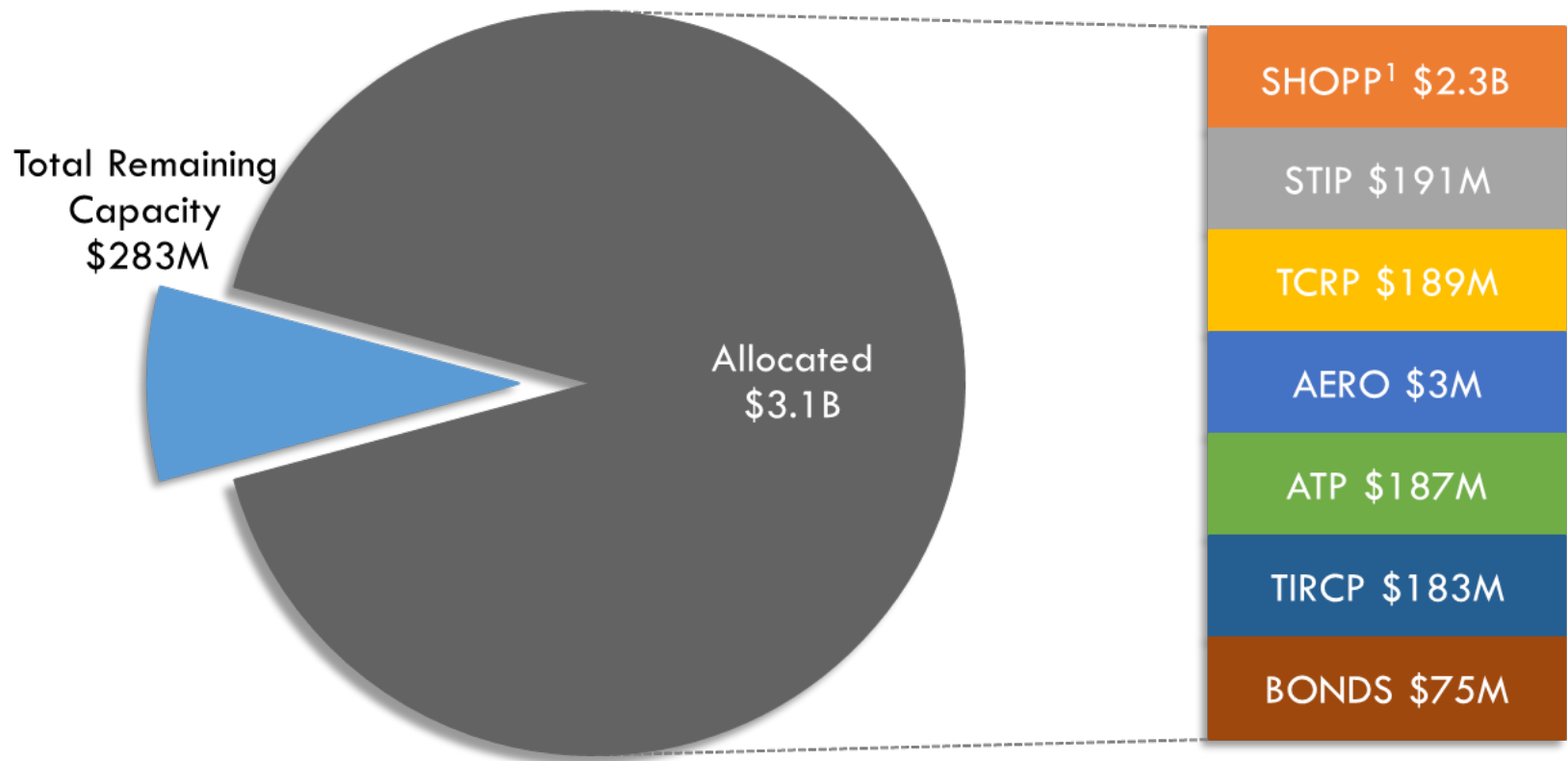


Budget and Allocation Capacity Update

Presented to the
California Transportation Commission

92% of 2016-17 Capacity Allocated

\$3.4 Billion Allocation Capacity



1. Includes authorized changes and project rescissions totaling -\$123 million for the SHOPP

2017-18 Final Capital Allocation Capacity

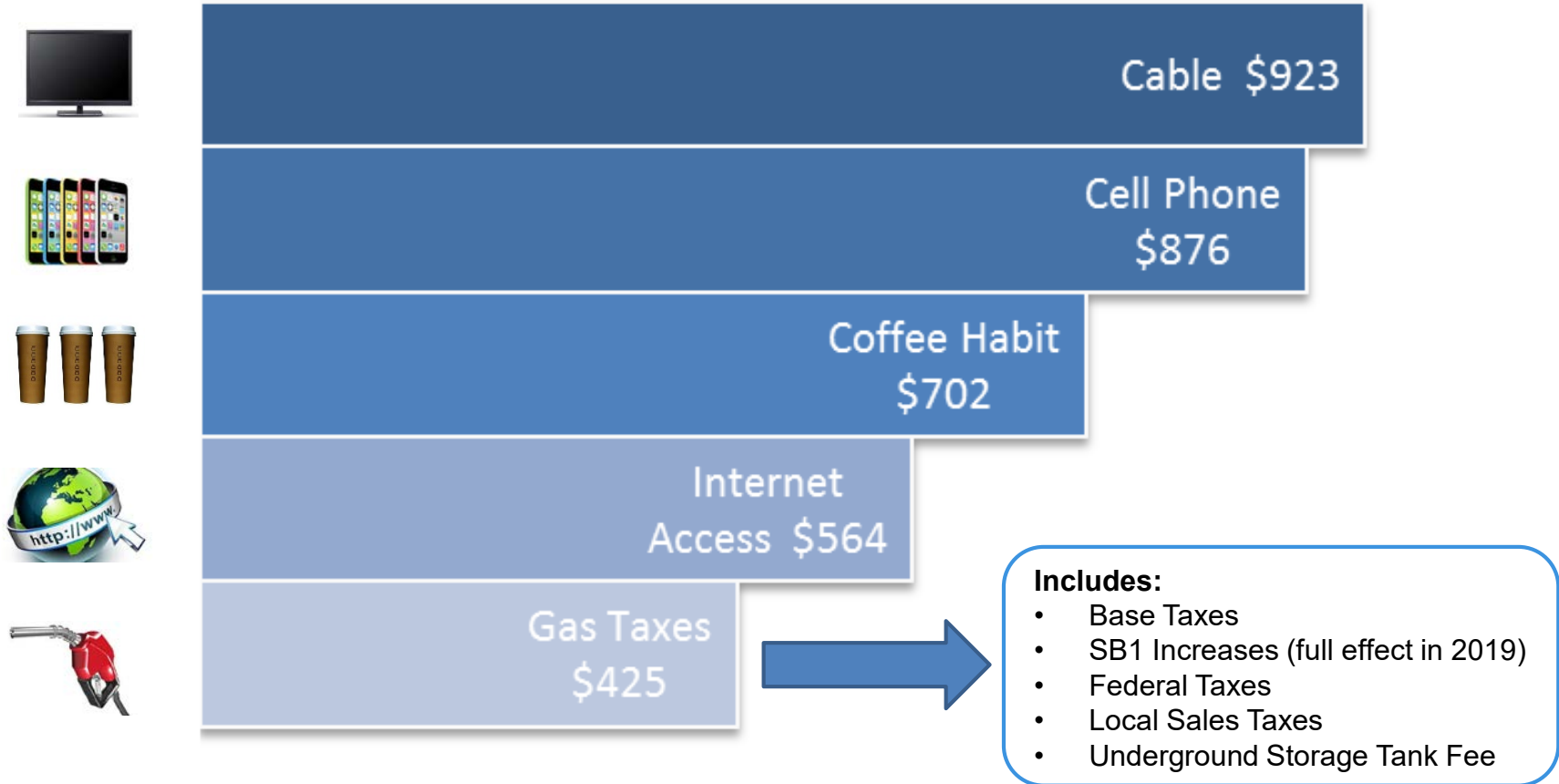
2017-18 Final Capital Allocation Capacity By Fund and Program (\$ in millions)							
<i>Fund</i>	<i>SHOPP</i>	<i>STIP</i>	<i>AERO</i>	<i>ATP</i>	<i>TIRCP</i>	<i>Bonds</i>	<i>Total</i>
State Highway Account (SHA)	\$ 475	\$ 117	\$ -	\$ 49	\$ -	\$ -	\$ 641
Federal Trust Fund (FTF)	1,350	103	-	124	-	-	1,577
Road Maintenance and Rehabilitation Account (RMRA)	293	-	-	100	-	-	393
Public Transportation Account (PTA)	-	45	-	-	323	-	368
Greenhouse Gas Reduction Fund (GHG)	-	-	-	10	139	-	149
Aeronautics Account (Aero)	-	-	6	-	-	-	6
Proposition 1A Bonds ¹	-	-	-	-	-	122	122
Proposition 1B Bonds ¹	53	63	-	-	-	135	251
Total Capacity	\$ 2,171	\$ 327	\$ 6	\$ 283	\$ 462	\$ 257	\$ 3,506

1. Subject to Bond Sale

Federal Funding

- August Redistribution is the process wherein the FHWA redistributes unutilized Obligation Authority to States with a demonstrated need.
- Historically at the end of August
 - Funds must be obligated to projects prior to end of Federal Fiscal Year (September 30)
- California has been quite successful in past years
 - Averaging \$151 million per year for last 10-years
 - Last year was a record setting \$293 million

Average Annual Cost of Select Items



Questions

