

# Memorandum

# TAB 19

**To:** CHAIR AND COMMISSIONERS  
CALIFORNIA TRANSPORTATION COMMISSION

**CTC Meeting:** January 20-21, 2016

**Reference No.:** 4.18  
Action Item

**From:** NORMA ORTEGA  
Chief Financial Officer

**Prepared by:** Steven Keck, Chief  
Division of Budgets

**Subject:** AMENDED 2016 STIP FUND ESTIMATE  
RESOLUTION G-16-01 AMENDING RESOLUTION G-15-19

## RECOMMENDATION:

The California Department of Transportation (Department) recommends the California Transportation Commission (Commission) approve the attached Resolution and adopt an Amended 2016 State Transportation Improvement Program (STIP) Fund Estimate.

## ISSUE:

On August 27, 2015, the Commission adopted the 2016 STIP Fund Estimate. In response to recent gasoline prices, the Department of Finance has since reduced their 2016-17 Price-Based Excise Tax projections. The Department has worked with Commission staff to develop an updated Excise Tax revenue Assumption, which was presented to the Commission in Item 4.17 on the agenda. The 2016 STIP Fund Estimate has been amended to reflect this Assumption, and results in a decrease in total STIP capacity of \$801 million, when compared to the adopted 2016 STIP Fund Estimate. This decrease results in negative STIP capacity over the Fund Estimate period.

## BACKGROUND:

The STIP Fund Estimate is a biennial estimate of all the resources available for the State's transportation infrastructure over the next five-year period, and establishes the program funding levels for the STIP and State Highway Operation and Protection Program. The STIP Fund Estimate is the basis for the programming levels included in both Programs, which in turn identify projects that will be delivered to utilize available funding.

Attachments

## **CALIFORNIA TRANSPORTATION COMMISSION**

### **Adoption of the Amended 2016 STIP Fund Estimate Resolution G-16-01 Amending Resolution G-15-19**

- 1.1. WHEREAS, Sections 14524 and 14525 of the Government Code require the California Department of Transportation (Department) to present, and the California Transportation Commission (Commission) to adopt, a biennial fund estimate to include and estimate all state and federal funds reasonably expected to be available for the biennial State Transportation Improvement Program (STIP), including the amount that may be programmed in each county for regional improvement programs; and
- 1.2. WHEREAS, on January 22, 2015, the Department presented an overview of the fund estimate process and schedule; and
- 1.3. WHEREAS, on May 28, 2015, the Department presented, and the Commission approved the 2016 Fund Estimate assumptions; and
- 1.4. WHEREAS, on June 25, 2015, the Department presented to the Commission the Draft 2016 Fund Estimate; and
- 1.5. WHEREAS, on July 23, 2015, the Commission held a workshop on the Proposed 2016 Fund Estimate to consider public comment, and indicated that the adoption of the 2016 Fund Estimate would be scheduled for August 27, 2015; and
- 1.6. WHEREAS, on August 27, 2015, the Department presented to the Commission an updated, Proposed 2016 Fund Estimate; and
- 1.7. WHEREAS, on August 27, 2015, the Commission resolved to adopt the 2016 Fund Estimate per Resolution G-15-19; and
- 1.8. WHEREAS, on January 20, 2016, the Department presented, and the Commission approved a revised revenue assumption for the 2016 Fund Estimate; and
- 1.9. WHEREAS, on January 20, 2016, the Department presented to the Commission an Amended 2016 Fund Estimate; and
- 1.10. WHEREAS, the Amended 2016 Fund Estimate identifies total STIP program capacity of approximately \$1.6 billion over the fund estimate period, which is a decrease of \$801 million in comparison to the 2016 Fund Estimate adopted on August 27, 2015.
- 2.1. NOW THEREFORE BE IT RESOLVED that the California Transportation Commission does hereby adopt the Amended 2016 STIP Fund Estimate, as presented by the

Department on January 20, 2016, with programming in the 2016 STIP to be based on the statutory funding identified; and

- 2.2 BE IT FURTHER RESOLVED that the Commission requests that the Department, in cooperation with Commission staff, distribute copies of the Amended 2016 Fund Estimate to each regional agency and county transportation commission.

## REVISED 2016 STIP FUND ESTIMATE

**Table 1 - Reconciliation to County and Interregional Shares**  
(\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>Public Transportation Account (PTA)</b>								
2016 FE PTA Target Capacity	\$50	\$40	\$40	\$40	\$40	\$40	\$200	\$250
<b>Total 2016 STIP FE PTA Target Capacity</b>	<b>\$50</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$40</b>	<b>\$200</b>	<b>\$250</b>
2014 STIP Program <sup>1</sup>	\$86	\$83	\$129	\$118	\$0	\$0	\$330	\$416
<b>Net PTA STIP Program</b>	<b>\$86</b>	<b>\$83</b>	<b>\$129</b>	<b>\$118</b>	<b>\$0</b>	<b>\$0</b>	<b>\$330</b>	<b>\$416</b>
PTA Capacity for County Shares	(\$36)	(\$43)	(\$89)	(\$78)	\$40	\$40	(\$130)	(\$166)
Cumulative	(\$36)	(\$79)	(\$168)	(\$246)	(\$206)	(\$166)		
<b>State Highway Account (SHA)</b>								
2016 FE Non-PTA Target Capacity	\$328	\$200	\$225	\$275	\$320	\$355	\$1,375	\$1,703
<b>Total 2016 STIP FE Non-PTA Capacity</b>	<b>\$328</b>	<b>\$200</b>	<b>\$225</b>	<b>\$275</b>	<b>\$320</b>	<b>\$355</b>	<b>\$1,375</b>	<b>\$1,703</b>
2014 STIP Program - hwy <sup>1</sup>	\$451	\$685	\$539	\$550	\$0	\$0	\$1,774	\$2,225
2014 STIP Program - bike/ped <sup>1</sup>	\$16	\$30	\$14	\$5	\$0	\$0	\$48	\$65
<b>Net Non-PTA STIP Program</b>	<b>\$468</b>	<b>\$715</b>	<b>\$553</b>	<b>\$554</b>	<b>\$0</b>	<b>\$0</b>	<b>\$1,822</b>	<b>\$2,290</b>
Non-PTA Capacity for County Shares	(\$140)	(\$515)	(\$328)	(\$279)	\$320	\$355	(\$447)	(\$587)
Cumulative	(\$140)	(\$655)	(\$983)	(\$1,262)	(\$942)	(\$587)		
<b>Total Capacity</b>	<b>(\$176)</b>	<b>(\$558)</b>	<b>(\$417)</b>	<b>(\$358)</b>	<b>\$360</b>	<b>\$395</b>	<b>(\$577)</b>	<b>(\$754)</b>

**Notes:**

General note: Numbers may not add due to rounding.

<sup>1</sup> 2015 Orange Book

1/20/2016

**AMENDED 2016 STIP FUND ESTIMATE  
STATE HIGHWAY AND FEDERAL TRUST FUND ACCOUNTS  
(\$ millions)**

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
<b>RESOURCES</b>								
Beginning Balance	\$1,158							\$1,158
Fuel Excise Taxes (Base)	\$1,894	\$1,894	\$1,894	\$1,894	\$1,894	\$1,894	\$9,469	\$11,362
Fuel Excise Taxes (Price-Based)	1,393	1,260	1,437	1,614	1,777	1,947	8,035	9,428
Net Weight Fees	0	0	0	0	0	0	0	0
Miscellaneous Revenues	85	80	81	82	80	80	402	487
Transportation Loans	0	78	54	0	0	0	132	132
Net Transfers - Others	2	(236)	(213)	(160)	(160)	(160)	(928)	(926)
Expenditures - Other Agencies	(130)	(138)	(135)	(138)	(140)	(141)	(691)	(821)
<b>Total State Resources</b>	<b>\$4,402</b>	<b>\$2,938</b>	<b>\$3,118</b>	<b>\$3,292</b>	<b>\$3,451</b>	<b>\$3,620</b>	<b>\$16,419</b>	<b>\$20,821</b>
Obligation Authority (OA)	\$3,242	\$3,287	\$3,333	\$3,380	\$3,427	\$3,475	\$16,903	\$20,145
August Redistribution	147	147	147	147	147	147	735	882
Other Federal Resources	(177)	(177)	(177)	(177)	(177)	(177)	(884)	(1,061)
<b>Total Federal Resources</b>	<b>\$3,212</b>	<b>\$3,257</b>	<b>\$3,303</b>	<b>\$3,350</b>	<b>\$3,397</b>	<b>\$3,445</b>	<b>\$16,753</b>	<b>\$19,965</b>
<b>TOTAL STATE &amp; FED RESOURCES</b>	<b>\$7,614</b>	<b>\$6,195</b>	<b>\$6,421</b>	<b>\$6,642</b>	<b>\$6,849</b>	<b>\$7,065</b>	<b>\$33,172</b>	<b>\$40,787</b>
<b>COMMITMENTS</b>								
<b>STATE OPERATIONS</b>	<b>(\$978)</b>	<b>(\$1,005)</b>	<b>(\$1,032)</b>	<b>(\$1,059)</b>	<b>(\$1,087)</b>	<b>(\$1,116)</b>	<b>(\$5,299)</b>	<b>(\$6,278)</b>
<b>MAINTENANCE</b>	<b>(\$1,307)</b>	<b>(\$1,335)</b>	<b>(\$1,365)</b>	<b>(\$1,395)</b>	<b>(\$1,426)</b>	<b>(\$1,457)</b>	<b>(\$6,977)</b>	<b>(\$8,284)</b>
<b>LOCAL ASSISTANCE (LA)</b>								
Oversight (Partnership)	(\$108)	(\$102)	(\$89)	(\$82)	(\$80)	(\$79)	(\$432)	(\$540)
State & Federal LA	(1,242)	(1,258)	(1,276)	(1,288)	(1,303)	(1,320)	(6,445)	(7,688)
<b>TOTAL LA</b>	<b>(\$1,350)</b>	<b>(\$1,360)</b>	<b>(\$1,364)</b>	<b>(\$1,370)</b>	<b>(\$1,384)</b>	<b>(\$1,399)</b>	<b>(\$6,877)</b>	<b>(\$8,227)</b>
<b>SHOPP CAPITAL OUTLAY SUPPORT (COS)</b>								
SHOPP Major	(\$602)	(\$564)	(\$264)	(\$105)	(\$59)	(\$30)	(\$1,022)	(\$1,624)
SHOPP Minor	(56)	(56)	(56)	(56)	(56)	(56)	(279)	(335)
Stormwater	(48)	(48)	(48)	(48)	(48)	(48)	(240)	(288)
<b>TOTAL SHOPP COS</b>	<b>(\$705)</b>	<b>(\$668)</b>	<b>(\$368)</b>	<b>(\$209)</b>	<b>(\$163)</b>	<b>(\$134)</b>	<b>(\$1,541)</b>	<b>(\$2,247)</b>
<b>SHOPP CAPITAL OUTLAY</b>								
Major capital	(\$1,665)	(\$135)	(\$52)	(\$15)	(\$6)	\$0	(\$208)	(\$1,873)
Minor capital	(86)	(77)	(68)	(68)	(68)	(68)	(350)	(435)
R/W Project Delivery	(49)	(43)	(28)	(17)	(10)	(8)	(106)	(155)
Unprogrammed R/W	(2)	(7)	(10)	(10)	(10)	(10)	(47)	(49)
GARVEE Debt Service	(11)	(11)	(11)	(11)	(11)	0	(46)	(57)
<b>TOTAL SHOPP CAPITAL OUTLAY</b>	<b>(\$1,813)</b>	<b>(\$273)</b>	<b>(\$170)</b>	<b>(\$122)</b>	<b>(\$105)</b>	<b>(\$86)</b>	<b>(\$756)</b>	<b>(\$2,570)</b>
<b>TOTAL NON-STIP COMMITMENTS</b>	<b>(\$6,154)</b>	<b>(\$4,641)</b>	<b>(\$4,299)</b>	<b>(\$4,155)</b>	<b>(\$4,164)</b>	<b>(\$4,193)</b>	<b>(\$21,452)</b>	<b>(\$27,606)</b>
<b>STIP LA</b>								
STIP Off-System	(\$35)	(\$30)	(\$25)	(\$10)	(\$1)	(\$1)	(\$67)	(\$102)
Oversight (Partnership)	(21)	(19)	(17)	(16)	(15)	(15)	(83)	(103)
<b>TOTAL STIP LA</b>	<b>(\$56)</b>	<b>(\$49)</b>	<b>(\$42)</b>	<b>(\$26)</b>	<b>(\$17)</b>	<b>(\$16)</b>	<b>(\$150)</b>	<b>(\$205)</b>
<b>STIP COS</b>	<b>(\$181)</b>	<b>(\$99)</b>	<b>(\$69)</b>	<b>(\$30)</b>	<b>(\$17)</b>	<b>(\$12)</b>	<b>(\$227)</b>	<b>(\$408)</b>
<b>STIP CAPITAL OUTLAY</b>								
STIP On-System	(\$536)	(\$387)	(\$192)	(\$74)	(\$15)	\$0	(\$668)	(\$1,204)
R/W Project Delivery	(86)	(83)	(23)	(21)	(15)	(12)	(154)	(240)
Unprogrammed R/W	(7)	(9)	(4)	(4)	(3)	(3)	(23)	(30)
<b>TOTAL STIP CAPITAL OUTLAY</b>	<b>(\$629)</b>	<b>(\$479)</b>	<b>(\$219)</b>	<b>(\$99)</b>	<b>(\$33)</b>	<b>(\$15)</b>	<b>(\$845)</b>	<b>(\$1,474)</b>
<b>TOTAL STIP COMMITMENTS</b>	<b>(\$866)</b>	<b>(\$627)</b>	<b>(\$330)</b>	<b>(\$156)</b>	<b>(\$67)</b>	<b>(\$43)</b>	<b>(\$1,222)</b>	<b>(\$2,088)</b>
<b>TOTAL RESOURCES AVAILABLE</b>	<b>\$595</b>	<b>\$927</b>	<b>\$1,792</b>	<b>\$2,331</b>	<b>\$2,618</b>	<b>\$2,830</b>	<b>\$10,498</b>	<b>\$11,093</b>
<b>SHOPP TARGET CAPACITY</b>	<b>\$2,300</b>	<b>\$2,300</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,400</b>	<b>\$2,500</b>	<b>\$12,000</b>	<b>\$14,300</b>
<b>STIP TARGET CAPACITY</b>	<b>\$328</b>	<b>\$200</b>	<b>\$225</b>	<b>\$275</b>	<b>\$320</b>	<b>\$355</b>	<b>\$1,375</b>	<b>\$1,703</b>

Note: Individual numbers may not add to total due to independent rounding.