

## **MEMORANDUM**

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

**CTC Meeting:** October 16-17, 2025

**From:** STEVEN KECK, Chief Financial Officer

**Reference Number:** 3.5, Information Item

**Prepared By:** Keith Duncan, Chief  
Division of Budgets

**Subject:** **FISCAL YEAR 2024-25 – FOURTH QUARTER – FINANCE REPORT**

### **SUMMARY:**

The California Department of Transportation (Department) will present the Fiscal Year 2024-25 Finance Report for the fourth quarter to the California Transportation Commission (Commission) at its October 16-17, 2025 meeting, as an informational item.

### **BACKGROUND:**

The purpose of the quarterly Finance Report is to provide the Commission with the status of capital allocations versus capacity and to report any trends or issues that may require action by the Department or the Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources.

Attachment



# Department of Transportation Quarterly Finance Report

## Fourth Quarter 2024-25

Department of Transportation  
Division of Budgets

The purpose of the Quarterly Finance Report is to provide the California Transportation Commission (Commission) with the status of capital allocations versus capacity and to report any trends or issues that may require action by the California Department of Transportation (Department) or Commission regarding transportation funding policy, allocation capacity, or forecast methodology to ensure the efficient and prudent management of transportation resources. Below is the schedule of dates for the development of prior and future Quarterly Finance Reports.

## California Department of Transportation Quarterly Finance Report

### Schedule of Reports

#### Fiscal Year 2025-26

##### 2024-25 Q4

Close of Quarter .....	6/30/25
Quarterly Report to Commission Staff .....	8/30/25
Presented to Commission.....	10/16/25

##### 2025-26 Q1

Close of Quarter .....	9/30/25
Quarterly Report to Commission Staff .....	11/15/25
Presented to Commission.....	12/4/25

##### 2025-26 Q2

Close of Quarter .....	12/31/25
Quarterly Report to Commission Staff .....	2/15/26
Presented to Commission.....	3/19/26

##### 2025-26 Q3

Close of Quarter .....	3/31/26
Quarterly Report to Commission Staff .....	5/15/26
Presented to Commission.....	6/25/26

#### Fiscal Year 2026-27

##### 2025-26 Q4

Close of Quarter .....	6/30/26
Quarterly Report to Commission Staff .....	8/30/26
Presented to Commission.....	10/15/26

# Department of Transportation Quarterly Finance Report

## Fourth Quarter 2024-25

### EXECUTIVE SUMMARY

#### 2024-25 Capital Allocations vs. Capacity Summary through June 30, 2025 (\$ in millions)

	SHOPP <sup>1</sup>	STIP <sup>1</sup>	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
<b>Allocation Capacity</b>	\$5,392	\$811	\$4	\$401	\$390	\$877	\$1,157	\$3,166	\$66	\$12,263
<b>Total Votes</b>	5,341	453	3	172	94	534	275	1,414	8	8,295
<b>Adjustments<sup>2</sup></b>	-230	-1	0	0	0	0	0	0	0	-232
<b>Remaining Capacity</b>	<b>\$281</b>	<b>\$359</b>	<b>\$1</b>	<b>\$229</b>	<b>\$295</b>	<b>\$342</b>	<b>\$882</b>	<b>\$1,752</b>	<b>\$58</b>	<b>\$4,200</b>

Note: Amounts may not sum to totals due to independent rounding.

<sup>1</sup>Proposition 1B Bonds included in totals for 2024-25.

<sup>2</sup>Adjustments include authorized project increases and decreases pursuant to the Commission's G-12 process.

Through the fourth quarter of fiscal year 2024-25, the Commission has allocated approximately \$8.3 billion toward 928 projects. Adjustments were negative \$232 million, leaving approximately \$4.2 billion (34 percent) in remaining allocation capacity across multiple programs. Remaining capacity will carry over into 2025-26.

The Department's main accounts referenced in Appendix C ended the fourth quarter with fund balances higher than forecast, with the exception of the Public Transportation Account. The State Highway Account ended the fourth quarter with a fund balance within two percent of forecast. The Road Maintenance and Rehabilitation Account ended the fourth quarter with a balance that deviated 15 percent from forecast due to expenditures that were lower than projected. The Public Transportation Account ended the fourth quarter with an eight percent deviation from forecast due to expenditures that were greater than projected.

For 2025-26, fuel excise taxes will increase by 1.6 cents per gallon on gasoline, from 59.6 cents to 61.2 cents, and by 1.2 cents per gallon on diesel, from 45.4 cents to 46.6 cents. This is a result of the annual inflation adjustment required by statute and is calculated for the current fiscal year at approximately 2.5 percent by the California Department of Finance.

## STATE BUDGET OUTLOOK

The Governor signed the initial 2025-26 Budget Act (Senate Bill [SB] 101, Chapter 4, Statutes of 2025), as well as multiple legislature-approved supplemental budget (Budget Bill Jr's) and trailer bills that delivered a budget for this new fiscal year. Historic reserves and responsible budgeting in recent years enable the state to maintain fiscal stability amid fluctuation in revenues.

The Department has an authorized budget of approximately \$18.7 billion and 22,614 positions for this new fiscal year. The Enacted Budget for 2025-26 has increased by approximately 6.5 percent, consisting of an increase within all three budgetary categories, State Operations, Capital Outlay, and Local Assistance. The largest of the three items, Capital Outlay, increased by roughly 17 percent from the previous year as the budget aligns to planned projects, across multiple transportation mode types, to be allocated for construction in the fiscal year.

State transportation related revenues for the 2025-26 fiscal year included in the Enacted Budget projects gross state gasoline tax collections of approximately \$8 billion, an increase from the previous projection of \$7.9 billion included in the proposed Governor's Budget that was released on January 10, 2025. Diesel excise tax and sales tax collections are projected at \$1.6 billion and \$1.1 billion, respectively, and represent a nominal change from the proposed Governor's Budget. Transportation Improvement Fee projections increased from \$2.5 billion in the proposed Governor's Budget to \$2.6 billion, while Road Improvement Fee projections decreased from \$182 million in the proposed Governor's Budget to \$172 million.

Below are additional transportation items of note included in the Enacted Budget:

### **SB 128 Committee on Budget. Transportation Budget Trailer Bill**

- Authorization granted to the Department and local authorities, until January 1, 2029, to implement a Games Route Network, which is to temporarily permit exclusive or preferential use of high-occupancy vehicle (HOV) lanes, high-occupancy toll lanes, and other lanes for vehicles displaying a distinctive decal, label, or other identifier issued by the Olympic and Paralympic Games organizers that clearly distinguishes the vehicle is being operated on the Network during an Olympic and Paralympic Games period. .

### **AB 102 (Budget bill Jr) Direct Appropriation**

- Authorization of \$4 million of General Fund funding available to the Sonoma-Marín Area Rail Transit District for freight rail operations and capital, and deferred maintenance, to be allocated through Local Assistance.

### **AB 102 (Budget bill Jr) Control Section 13.30 – General Fund Loans Appropriation**

- This control Section authorizes loans to be provided to Los Angeles area local governments as they recover from the devastating LA wildfires, and Bay Area transit agencies as they work through fiscal challenges until local revenues stabilize
- Los Angeles local governments will be able to borrow up to \$1 billion, and Bay Area transit agencies will be able to borrow up to \$750 million, over the next two fiscal years.
- The loans will only be made if local governments can demonstrate an ability to repay them, and specific terms of the loans will be finalized in budget trailer bill language.

## STATE HIGHWAY OPERATION AND PROTECTION PROGRAM (SHOPP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$150	\$382	-\$2	\$380	-\$230
FTF	2,450	3,542	-171	3,371	-921
RMRA	2,792	1,418	-58	1,360	1,432
Proposition 1B	0	0	0	0	0
<b>Total</b>	<b>\$5,392</b>	<b>\$5,341</b>	<b>-\$230</b>	<b>\$5,111</b>	<b>\$281</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated approximately \$5.3 billion toward 472 SHOPP projects through the fourth quarter. Adjustments totaled negative \$230 million, leaving approximately \$281 million (five percent) in remaining allocation capacity. Remaining capacity will carry over into 2025-26.

### Outlook for Funding & Allocations

**State Highway Account (SHA).** Through the fourth quarter of 2024-25, net allocations for SHA SHOPP projects totaled \$380 million, resulting in an overallocation of \$230 million. This is offset by available capacity in other SHOPP funds. SHA SHOPP funds are primarily derived from a percentage of the base excise taxes on gasoline and diesel, in addition to backfilled weight fees.

**Federal Trust Fund (FTF).** Net allocations totaling approximately \$3.4 billion were committed toward federally eligible SHOPP projects through the fourth quarter. This resulted in an overallocation of \$921 million, which will be offset by available capacity.

**Road Maintenance and Rehabilitation Account (RMRA).** Net allocations of \$1.4 billion have been committed toward RMRA SHOPP projects through the fourth quarter, leaving approximately \$1.4 billion in remaining allocation capacity. Senate Bill (SB) 1 statutorily requires a fixed portion of RMRA revenue be set aside for certain programs and the remaining balance is split equally between state and local projects.

**Proposition 1B.** No Proposition 1B SHOPP projects were allocated through the fourth quarter.

### Recommendations

The Department will continue to monitor SHOPP resources and advise the Commission of any concerns or changes.

## STATE TRANSPORTATION IMPROVEMENT PROGRAM (STIP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$406	\$287	-\$2	\$285	\$122
FTF	200	167	0	167	33
PTA	205	0	0	0	205
Proposition 1B STIP	0	0	0	0	0
<b>Total</b>	<b>\$811</b>	<b>\$453</b>	<b>-\$1</b>	<b>\$452</b>	<b>\$359</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated approximately \$453 million toward 115 STIP projects through the fourth quarter. Adjustments totaled negative \$1 million, leaving approximately \$359 million (44 percent) in remaining capacity. Remaining capacity will carry over into 2025-26.

### Outlook for Funding & Allocations

**SHA.** Through the fourth quarter, net allocations for SHA STIP projects were \$285 million, leaving approximately \$122 million in remaining allocation capacity. Revenue derived from the incremental portion of the state excise tax on gasoline is the primary funding source of state funds for the STIP.

**FTF.** Net allocations totaling \$167 million were committed toward federally eligible STIP projects through the fourth quarter, leaving \$33 million in remaining allocation capacity.

**Public Transportation Account (PTA).** There were no PTA STIP allocations through the fourth quarter. Remaining capacity is \$205 million.

**Proposition 1B.** There were no Proposition 1B STIP allocations through the fourth quarter.

### Recommendations

The Department will continue to monitor STIP resources and advise the Commission of any concerns or changes.

## AERONAUTICS (AERO) PROGRAM

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
<b>AERO Account</b>	\$3.9	\$2.5	\$0	\$2.5	\$1.4
<b>Total</b>	<b>\$3.9</b>	<b>\$2.5</b>	<b>\$0</b>	<b>\$2.5</b>	<b>\$1.4</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated a lump-sum of \$2.5 million toward the Airport Improvement Program for 2024-25. Through the fourth quarter, the Department sub-allocated approximately \$997,000 toward 20 projects. There were no Acquisition & Development actions through the fourth quarter. The \$1.4 million in remaining capacity will be included as carryover capacity in 2025-26.

### Outlook for Funding & Allocations

The 2024 AERO Account Fund Estimate was adopted by the Commission at the August 2023 meeting. In 2019-20, the Department, in collaboration with the Department of Finance developed a budget change proposal to request \$10 million over four years in transfers from the Local Airport Loan Account (LALA) to support the AIP matching grant through fiscal year 2023-24. Beginning fiscal year 2024-25, the AERO Account will no longer receive the annual \$2.5 million transfer of funds from LALA.

### Recommendations

The Department will continue to monitor AERO resources and advise the Commission of any changes or issues.

## LOCAL PARTNERSHIP PROGRAM (LPP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
RMRA	\$401	\$172	\$0	\$172	\$229
<b>Total</b>	<b>\$401</b>	<b>\$172</b>	<b>\$0</b>	<b>\$172</b>	<b>\$229</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated \$172 million toward 26 LPP projects through the fourth quarter. Remaining capacity is \$229 million (57 percent). This will be included as carryover capacity in 2025-26.

### Outlook for Funding & Allocations

Final guidelines for the 2024 LPP, which cover fiscal years 2025-26 and 2026-27, were adopted by the Commission during the August 2024 meeting. The two-year program includes a total of \$452 million in funding split between the Formulaic and Competitive programs. The 2024 LPP Formulaic Funding Distribution was adopted by the Commission at the August 2024 meeting. The Initial Program of Projects for the 2024 Formulaic Program was adopted by the Commission at the January 2025 meeting. The 2024 Local Partnership Competitive Program of Projects was adopted by the Commission at the June 2025 meeting.

### Recommendations

The Department will continue to monitor LPP resources and advise the Commission of any changes or issues.

## SOLUTIONS FOR CONGESTED CORRIDORS PROGRAM (SCCP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$390	\$94	\$0	\$94	\$295
<b>Total</b>	<b>\$390</b>	<b>\$94</b>	<b>\$0</b>	<b>\$94</b>	<b>\$295</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated \$94 million toward six SCCP projects through the fourth quarter. Remaining capacity is \$295 million (76 percent). This will be included as carryover capacity in 2025-26.

### Outlook for Funding & Allocations

Guidelines for the 2024 cycle of the SCCP were adopted by the Commission at the August 2024 meeting. The 2024 SCCP will provide two years of funding in fiscal years 2025-26 and 2026-27 totaling approximately \$481 million. The 2024 SCCP Program of Projects was adopted by the Commission at the June 2025 meeting.

### Recommendations

The Department will continue to monitor SCCP resources and advise the Commission of any changes or issues.

## TRADE CORRIDOR ENHANCEMENT PROGRAM (TCEP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
TCEA	\$753	\$361	\$0	\$361	\$391
FTF	124	173	0	173	-49
<b>Total</b>	<b>\$877</b>	<b>\$534</b>	<b>\$0</b>	<b>\$534</b>	<b>\$342</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated \$534 million toward 28 TCEP projects through the fourth quarter. Remaining capacity is \$342 million (39 percent). This will be included as carryover capacity in 2025-26.

### Outlook for Funding & Allocations

The 2024 TCEP Guidelines and Fund Estimate, which cover fiscal years 2025-26 and 2026-27, were both adopted by the Commission at the August 2024 meeting. The 2024 TCEP will provide two years of funding in fiscal years 2025-26 and 2026-27 totaling approximately \$900 million. The 2024 TCEP Program of Projects was adopted by the Commission at the June 2025 meeting.

### Recommendations

The Department will continue to monitor TCEP resources and advise the Commission of any changes or issues.

## ACTIVE TRANSPORTATION PROGRAM (ATP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
SHA	\$425	\$0	\$0	\$0	\$425
FTF	325	87	0	87	238
RMRA	334	116	0	116	218
General Fund	73	73	0	73	0
<b>Total</b>	<b>\$1,157</b>	<b>\$275</b>	<b>\$0</b>	<b>\$275</b>	<b>\$882</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

The Commission allocated \$275 million toward 166 ATP projects through the fourth quarter, leaving approximately \$882 million (76 percent) in remaining allocation capacity.

### Outlook for Funding & Allocations

The Fund Estimate and guidelines for the 2023 ATP were adopted by the Commission at the March 2022 meeting. The sixth cycle of the ATP covers fiscal years 2024-25 through 2026-27. In June 2022, Governor Newsom approved AB 180, which amended the Budget Act of 2021 and appropriated \$1.05 billion in a one-time General Fund augmentation for ATP. This additional funding was captured in the Amended 2023 ATP Fund Estimate adopted by the Commission at the August 2022 meeting. The 2025 ATP guidelines and Fund Estimate were adopted by the Commission at the March 2024 meeting. This seventh cycle of the ATP covers fiscal years 2025-26 through 2028-29. In June 2024, the Governor signed the Budget Act of 2024 and accompanying trailer bill reducing the \$1.05 billion augmentation by \$600 million but restored \$100 million in each of fiscal years 2024-25 and 2025-26 (for a total of \$200 million being restored). An Amended 2025 ATP Fund Estimate, which reflects these changes in state funds, was adopted by the Commission at the August 2024 meeting. The Statewide and Small Urban & Rural components of the 2025 ATP were adopted by the Commission at the December 2024 meeting. An amendment to these components was approved by the Commission at the June 2025 meeting. The 2025 ATP Metropolitan Planning Organization component was adopted by the Commission at the May 2025 and June 2025 meetings.

### Recommendations

The Department will continue to monitor ATP resources and advise the Commission of any changes or issues.

## TRANSIT AND INTERCITY RAIL CAPITAL PROGRAM (TIRCP)

Fund	Allocation Capacity	Allocations to Date	Adjustments	Net Allocations	Remaining Capacity
Cap-and-Invest	\$1,717	\$384	\$0	\$384	\$1,333
PTA	1,046	408	0	408	638
General Fund	403	623	0	623	-219
<b>Total</b>	<b>\$3,166</b>	<b>\$1,414</b>	<b>\$0</b>	<b>\$1,414</b>	<b>\$1,752</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

### Capital Allocations vs. Capacity

Through the fourth quarter, the Commission has allocated \$1.4 billion toward 112 TIRCP projects. This leaves approximately \$1.8 billion (55 percent) in remaining allocation capacity. The Altamont Corridor Express (ACE) Expansion – Lathrop to Merced project, which is not allocated by the Commission and not displayed in the table above, represents an additional \$3.5 million in allocations through the fourth quarter. Remaining allocation capacity will be included as carryover in 2025-26.

TIRCP projects are typically very large capital projects with a combination of various funding sources in addition to TIRCP funding. The projects require several years to develop and bring to allocation. The complexity of bringing together multiple fund sources for projects can also impact the timing of project allocations. Remaining capacity is due to multi-year funding commitments for programmed projects, including the ACE Train Expansion project.

### Outlook for Funding & Allocations

The TIRCP receives approximately 10 percent of the annual proceeds earned by the state through Cap-and-Invest auctions. Annual proceeds are determined by the number of state-owned emission allowances sold at quarterly auctions held in August, November, February, and May. The TIRCP also receives more stable funding through Transportation Improvement Fee (TIF) revenue deposited in the PTA. The TIF is indexed to inflation and adjusted each year in January.

### Recommendations

TIRCP revenues are subject to change and are dependent in part on sales at Cap-and-Invest auctions. The Department will monitor the program and, if necessary, will recommend modifications to the Commission.

## PROPOSITION 1A & 1B BONDS

Fund	Allocation Capacity	Allocations to Date	Remaining Capacity
Proposition 1A	\$51	\$0	\$51
CMIA	0	0	0
TCIF	0	0	0
Intercity Rail	3	0	3
Local Bridge Seismic	11	8	3
Grade Separations <sup>1</sup>	0	0	0
Traffic Light Synchronization	0	0	0
Route 99	0	0	0
Short-Line Railroad	1	0	1
<b>Total</b>	<b>\$66</b>	<b>\$8</b>	<b>\$58</b>

Notes: Amounts may not sum to totals due to independent rounding.  
\$ in millions

<sup>1</sup>Highway-Railroad Crossing Safety Account (HRCSA)

### Capital Allocations vs. Capacity

The Commission allocated \$8 million toward three projects through the fourth quarter, leaving approximately \$58 million (88 percent) in remaining allocation capacity.

### Outlook for Funding & Allocations

In the fourth quarter of 2024-25, the Department received no upfront proceeds for either Proposition 1A or Proposition 1B from the sale of General Obligation (GO) bonds. The State Treasurer's Office did not issue Commercial Paper (CP) from April through June 2025.

Through the fourth quarter of fiscal year 2024-25, the Department has been issued approximately \$2.8 billion in CP for Proposition 1A and Proposition 1B projects, of which all but \$550 million has been refunded with GO bond proceeds.

Proposition 1B authority is available for allocation in fiscal year 2024-25, plus estimated authority in future years. These amounts largely consist of authority for the use of potential savings consistent with the Proposition 1B savings policy adopted by the Commission in January 2014. Original allocations are nearly complete for all programs except the Local Bridge Seismic Retrofit Account program, which will continue to make original allocations for several more years. A remaining amount of \$51 million is available for allocation on Proposition 1A connectivity projects.

### Recommendations

The Department will continue to monitor Bond resources and advise the Commission of any concerns or changes.

**APPENDICES**

**Appendix A ..... Allocation Capacity and Assumptions**

**Appendix B ..... Authorized Changes**

**Appendix C ..... Cash Forecasts**

- Forecast Methodology**
- State Highway Account**
- Public Transportation Account**
- Traffic Congestion Relief Fund**
- Road Maintenance and Rehabilitation Account**
- Trade Corridor Enhancement Account**

**Appendix D ..... Federal Emergency Relief Projects**

**Appendix E ..... Transportation Loans**

**Status of Outstanding Transportation Loans, as of June 30, 2025**

## APPENDIX A – ALLOCATION CAPACITY AND ASSUMPTIONS

### 2025-26 Final Allocation Capacity By Fund and Program (\$ in millions)

Fund	SHOPP	STIP	AERO	LPP	SCCP	TCEP	ATP	TIRCP	BONDS	TOTAL
SHA	\$85	\$217	\$0	\$0	\$545	\$0	\$459	\$0	\$0	\$1,306
FTF	2,321	333	0	0	0	126	382	0	0	3,162
RMRA	1,815	0	0	429	0	0	318	0	0	2,562
TCEA	0	0	0	0	0	733	0	0	0	733
PTA	0	265	0	0	0	0	0	960	0	1,225
AERO	0	0	3	0	0	0	0	0	0	3
General Fund	0	0	0	0	0	0	100	165	0	265
Cap-and-Invest	0	0	0	0	0	0	0	1,876	0	1,876
Proposition 1A Bonds <sup>1</sup>	0	0	0	0	0	0	0	0	51	51
Proposition 1B Bonds <sup>1</sup>	0	0	0	0	0	0	0	0	25	25
<b>Total Capacity</b>	<b>\$4,221</b>	<b>\$814</b>	<b>\$3</b>	<b>\$429</b>	<b>\$545</b>	<b>\$859</b>	<b>\$1,260</b>	<b>\$3,001</b>	<b>\$76</b>	<b>\$11,207</b>

Note: Amounts may not sum to totals due to independent rounding.

<sup>1</sup>Subject to bond sales.

The 2025-26 allocation capacity of approximately \$11.2 billion is based by program on the following:

- The SHOPP SHA, FTF, and RMRA allocation capacities are based on:
  - The 2025-26 Enacted Budget revenue and expenditure estimates,
  - The 2024 STIP Fund Estimate federal receipts and August Redistribution estimates,
  - The SHA prudent cash balance of \$415 million,
  - 2024-25 carryover allocation capacity,
  - SB 1 projections provided by the Department of Finance (DOF)
- The STIP SHA, FTF, and PTA allocation capacities are based on:
  - The 2025-26 Enacted Budget revenue and expenditure estimates,
  - The 2024 STIP Fund Estimate federal receipts and August Redistribution estimates,
  - The SHA prudent cash balance of \$415 million,
  - The PTA prudent cash balance of \$300 million,
  - 2024-25 carryover allocation capacity
- The AERO capacity is based on the 2024 AERO Program Fund Estimate, and 2025-26 Enacted Budget revenue and transfers.
- The LPP capacity is based on the statutory allocation of \$200 million from the RMRA, and approximately \$229 million in carryover capacity.
- The SCCP capacity is based on the statutory allocation of \$250 million from the SHA, and approximately \$295 million in carryover capacity.

- The TCEP capacity is based on the 2025-26 Enacted Budget revenue, estimated Federal funds and 2024-25 carryover capacity.
- The ATP capacity is based on the Amended 2025 ATP Fund Estimate. The ATP capacity also incorporates the following assumptions:
  - State and federal resources are forecasted to remain stable,
  - SB 1 statutory allocation of \$100 million from RMRA,
  - General Fund appropriation from the 2025-26 Enacted Budget,
  - 2024-25 carryover allocation capacity.
- The TIRCP capacity is based on the following assumptions:
  - 2025-26 Enacted Budget revenue in the PTA,
  - Projected Cap-and-Invest proceeds,
  - General Fund appropriation from the 2025-26 Enacted Budget,
  - 2024-25 TIRCP carryover allocation capacity.
- Bond capacity is based on remaining bond authority, budget authority, and any administrative costs.
  - Proposition 1A and 1B capacities are based on the 2025-26 Enacted Budget and include 2024-25 remaining authority. The bond capacities are also dependent on the sale of sufficient bonds for funding.
    - Allocation capacities for the Highway-Railroad Crossing Safety Account (HRCSA), SHOPP, State Route 99, and TCIF are a result of project close-out and administrative savings.
    - Capacities for Inter-City Rail and the Local Bridge Seismic Retrofit Account (LBSRA) are based on the allocation of originally programmed projects.

## APPENDIX B – AUTHORIZED CHANGES

### 2024-25 Authorized Changes Summary through June 30, 2025 (\$ in millions)

Program	Increase Count	Increase \$	Decrease Count	Decrease \$	Total Count <sup>3</sup>	Net \$ Change
SHOPP <sup>1</sup>	98	\$115.8	170	-\$346.2	268	-\$230.3
STIP <sup>2</sup>	1	0.3	6	-1.6	7	-1.3
<b>TOTAL</b>	<b>99</b>	<b>\$116.1</b>	<b>176</b>	<b>-\$347.8</b>	<b>275</b>	<b>-\$231.7</b>

Note: Amounts may not sum to totals due to independent rounding.

<sup>1</sup>Includes SHOPP G-12s, Proposition 1B Bond G-12s (SHOPP Augmentation) adjustments.

<sup>2</sup>Includes STIP G-12 and Proposition 1B Bond G-12 (TFA) adjustments.

<sup>3</sup>May include net zero adjustments.

### Summary of Authorized Changes

**SHOPP.** The Department processed 98 project increases, totaling \$116 million (average of \$1.2 million per authorization). The Department also processed 170 project decreases, totaling negative \$346 million (average of negative \$2 million per authorization). The net change of the 268 allocation adjustments represents a savings of approximately \$230 million through the fourth quarter.

**STIP.** The Department processed one project increase for \$297,000. The Department also processed six project decreases, totaling negative \$1.6 million. The net change of the seven allocation adjustments represents a savings of approximately \$1.3 million.

### Background

Commission Resolution G-22-12, which amends Resolution G-19-12, (Resolution G-12) allows for the Director of the Department to adjust project allocations within specific limits. It is intended that the Director's approved "decreases" will offset the Director's approved "increases." These authorized changes are known as G-12 authority. This delegation of authority greatly reduces the volume of financial transactions submitted to the Commission and increases the efficiency of the Department in processing changes. Resolution G-12 requires that the Department report on all project capital outlay allocation changes made under this delegation to the Commission's Executive Director on a monthly basis. The Department provides a detailed, project by project, report to Commission staff each month.

## **APPENDIX C – CASH FORECASTS – FORECAST METHODOLOGY**

### **Methodology and Assumptions**

The 24-month cash forecasts for the SHA, PTA, TCRF, RMRA and TCEA are used by the Department to estimate and monitor the cash balance of transportation funds, to determine the level of allocations that can be supported, and to prepare for low or high cash periods. Variances are identified and reported to management and the Commission. If necessary, adjustments are made to capital allocation levels, funding policy, or forecast methodology.

The 2024-25 cash forecasts were based on the following assumptions:

- State Operations projections are based on historical trends and assume an approximately 2.9 percent increase each year, based on the DOF's Price Letter.
- Includes the most current expenditure projections available for Right-of-Way, SHOPP and STIP.
- Capital Outlay and Local Assistance expenditures are based on actual and projected Commission allocations using historical and seasonal construction patterns.
- Monthly adjustments are differences between the Department's accounting system and the State Controller's Office (SCO). These adjustments include short-term loans made to the General Fund (GF), short-term loan repayments, Plans of Financial Adjustments, funds transferred in and out, and reimbursements.
- Annually adjusted contributions to the Transportation Revolving Account.

### **SHA**

- Capacity levels established in the most recent STIP Fund Estimates encouraged the expeditious planning and delivery of projects. The cash balance is anticipated to reflect the ongoing project delivery over the 24-month period and beyond.
- SB 1 provided significant increases to revenue to fund capital outlay transportation programs such as SHOPP.
- Weight fee and excise tax revenue projections provided by the DOF.
- All other revenues are based on historical trends.
- Continued monthly transfers of weight fee revenues to the Transportation Debt Service Fund (TDSF).
- Prudent cash balance of \$415 million.

### **PTA**

- PTA balances reflect the ongoing TIRCP projects, which are typically large, include other funding sources in addition to PTA, and require several years to develop and bring forward for allocation. Consequently, there is a lag before TIRCP projects result in significant cash outflows. Minor fluctuations to the cash balance are expected until TIRCP project spending accelerates, which is anticipated to occur beyond the 24-month period.
- Projected TIRCP programming estimates by the Department's Planning and Modal Program.
- Revenue projections provided by the DOF.
- Prudent cash balance of \$300 million.

**TCRF**

- No further allocation capacity is available due to cessation of the Traffic Congestion Relief Program pursuant to SB 1. Programmed projects will continue to expend over the 24-month period based on historical patterns.
- Prudent cash balance of \$5 million.

**RMRA**

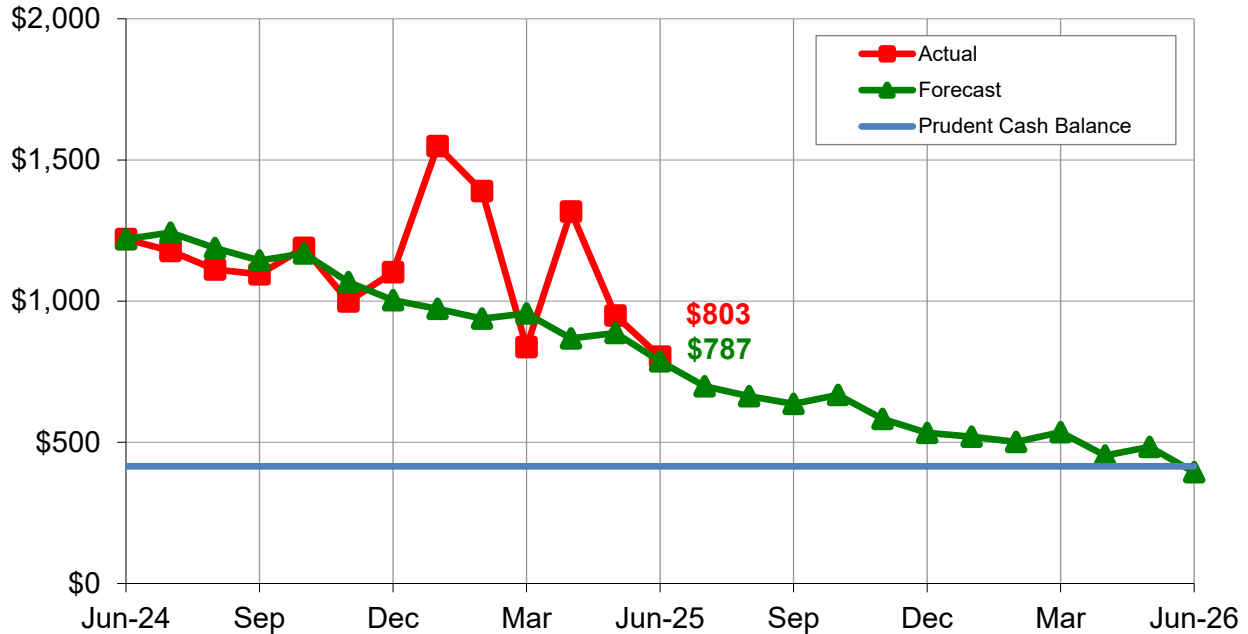
- Capacity levels established in the most recent STIP Fund Estimates accelerated the development and planned delivery of projects, many of which will enter phases requiring increased spending during the 24-month period.
- SB 1 provided significant increased revenue to support new and more recently adopted transportation programs in addition to providing additional funding for programs such as SHOPP.
- Includes projected allocations of emergency SHOPP projects.
- Revenue projections based on data provided by the DOF.
- Prudent cash balance of \$400 million.

**TCEA**

- Represents state funding for the TCEP, which was created through the passage of SB 1. Programming and allocation capacity are based on the anticipated receipt of revenue each fiscal year, which is expected to result in an increased cash balance over the 24-month period.
- Revenue projections provided by the DOF.
- Forecasted expenditures are based on historical spending patterns.
- Prudent cash balance of \$50 million.

## Appendix C – Cash Forecasts – State Highway Account

### State Highway Account (SHA) 24-Month Cash Forecast (\$ in millions)



#### Year-to-Date SHA Summary

The SHA ending cash balance through the fourth quarter was approximately \$803 million, \$16 million (2 percent) above forecast. The variance is partly due to transfers that were higher than forecast. The sharp decreases in the third and fourth quarter fund balances were due to forecasted expenditures that were delayed into subsequent months. Revenues totaled \$1.7 billion, \$11 million (1 percent) above forecast. Net transfers totaled approximately \$3 billion, \$166 million (6 percent) above forecast. Expenditures totaled \$5.7 billion, \$12 million below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, were \$549 million.

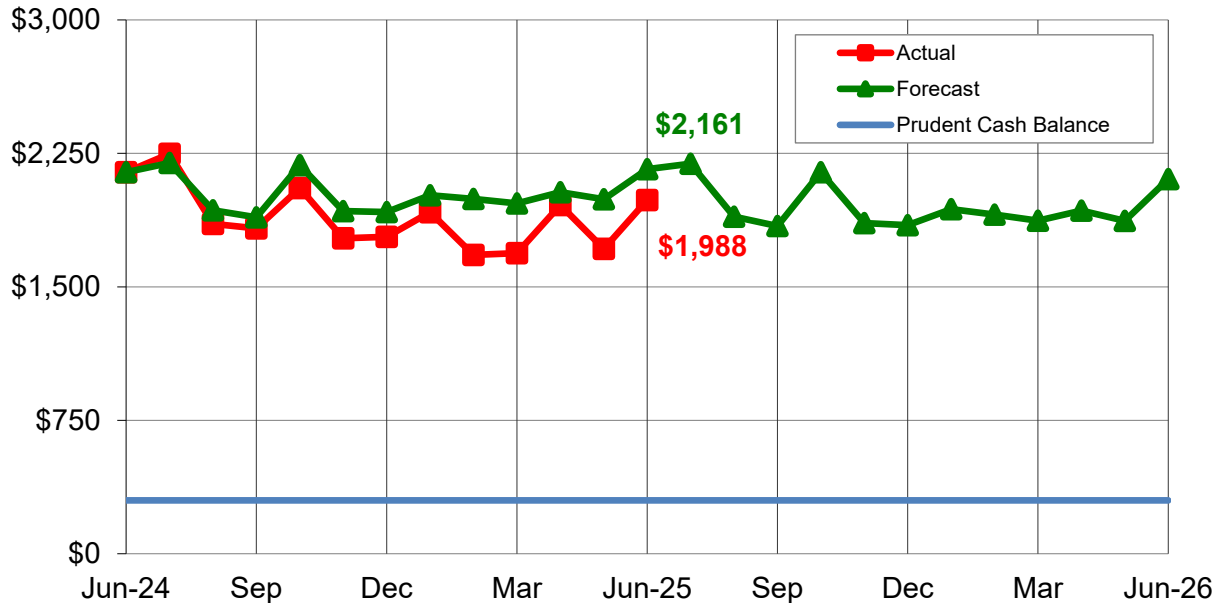
#### Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$1,220</b>	<b>\$1,220</b>	<b>N/A</b>	
Revenues	1,729	1,741	11	
Transfers	2,808	2,975	166	
Expenditures	-5,693	-5,681	12	
Adjustments	723	549	-174	
<b>Ending Cash Balance</b>	<b>\$787</b>	<b>\$803</b>	<b>\$16</b>	<b>2%</b>

Notes: Amounts may not sum to totals due to independent rounding.

**Appendix C – Cash Forecasts – Public Transportation Account**

**Public Transportation Account (PTA)  
24-Month Cash Forecast  
(\$ in millions)**



**Year-to-Date PTA Summary**

The PTA ending cash balance through the fourth quarter was approximately \$2 billion, \$173 million (8 percent) below forecast. The variance is primarily due to expenditures that were higher than forecast. Revenues totaled approximately \$1.7 billion, \$168 million (9 percent) below forecast. Net transfers totaled \$24 million through the fourth quarter. Expenditures were \$2.2 billion, \$254 million (13 percent) above forecast. Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, were \$378 million through the fourth quarter.

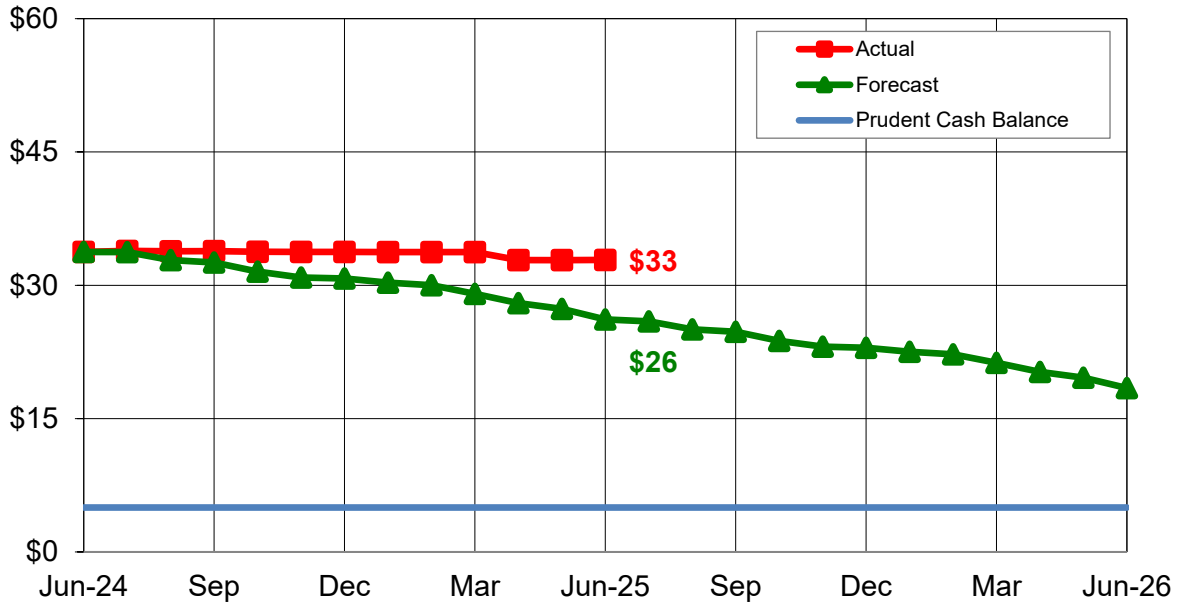
**Year-to-Date Reconciliation  
(\$ in millions)**

	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$2,144</b>	<b>\$2,144</b>	<b>N/A</b>	
Revenues	1,821	1,653	-168	
Transfers	15	24	9	
Expenditures	-1,958	-2,212	-254	
Adjustments	138	378	239	
<b>Ending Cash Balance</b>	<b>\$2,161</b>	<b>\$1,988</b>	<b>-\$173</b>	<b>-8%</b>

Notes: Amounts may not sum to totals due to independent rounding.

**Appendix C – Cash Forecasts – Traffic Congestion Relief Fund**

**Traffic Congestion Relief Fund (TCRF)  
24-Month Cash Forecast  
(\$ in millions)**



**Year-to-Date TCRF Summary**

The TCRF ending cash balance through the fourth quarter was \$33 million, \$7 million (26 percent) above forecast. Expenditures were \$1 million, \$7 million below forecast (88 percent). Adjustments, which represent timing differences between the Department’s accounting system and the SCO’s accounting system, were zero.

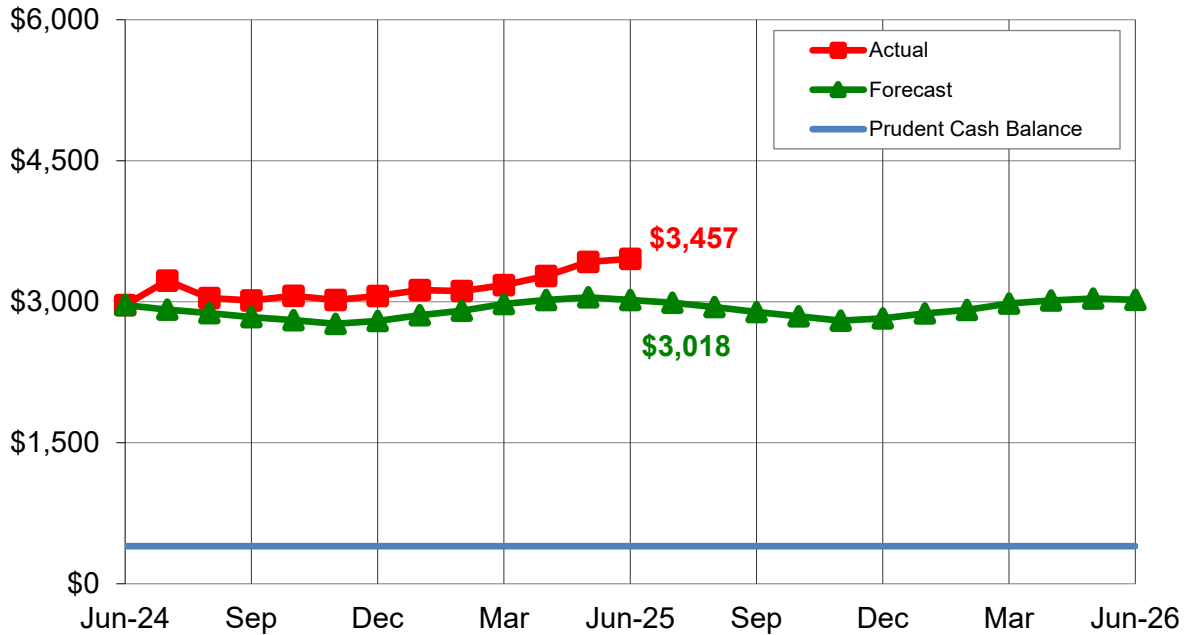
**Year-to-Date Reconciliation  
(\$ in millions)**

	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$34</b>	<b>\$34</b>	<b>N/A</b>	
Revenues	0	0	0	
Transfers	0	0	0	
Expenditures	-8	-1	7	
Adjustments	0	0	0	
<b>Ending Cash Balance</b>	<b>\$26</b>	<b>\$33</b>	<b>\$7</b>	<b>26%</b>

Note: Amounts may not sum to totals due to independent rounding.

## Appendix C – Cash Forecasts – Road Maintenance and Rehabilitation Account

### Road Maintenance and Rehabilitation Account (RMRA) 24-Month Cash Forecast (\$ in millions)



#### Year-to-Date RMRA Summary

The RMRA ending cash balance through the fourth quarter was approximately \$3.5 billion, \$438 million (15 percent) above the forecast. The variance is primarily due to expenditures that were lower than forecast. Revenues totaled approximately \$2.1 billion, \$57 million (3 percent) above forecast. Net transfers totaled \$2.3 billion, \$3 million above forecast. Expenditures were \$3.9 billion, \$341 million (8 percent) below forecast. Adjustments, which represent timing differences between the Department's accounting system and the SCO's accounting system, were negative \$2 million through the fourth quarter.

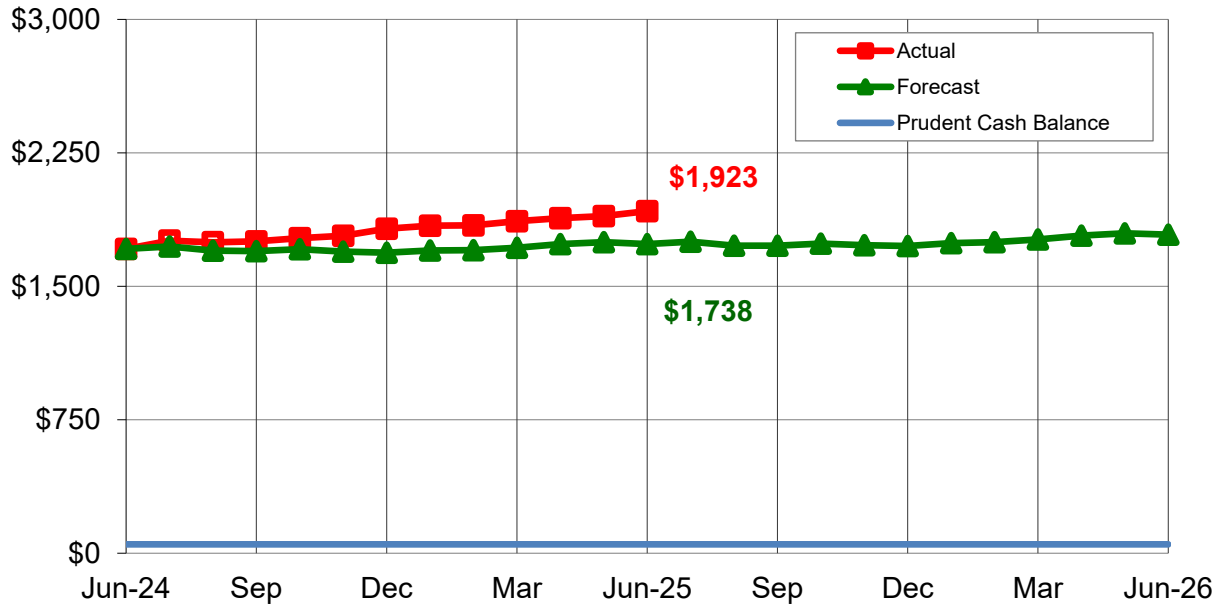
#### Year-to-Date Reconciliation (\$ in millions)

	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$2,965</b>	<b>\$2,965</b>	<b>N/A</b>	
Revenues	2,016	2,073	57	
Transfers	2,275	2,278	3	
Expenditures	-4,197	-3,856	341	
Adjustments	-41	-2	39	
<b>Ending Cash Balance</b>	<b>\$3,018</b>	<b>\$3,457</b>	<b>\$438</b>	<b>15%</b>

Notes: Amounts may not sum to totals due to independent rounding.

**Appendix C – Cash Forecasts – Trade Corridor Enhancement Account**

**Trade Corridor Enhancement Account (TCEA)  
24-Month Cash Forecast  
(\$ in millions)**



**Year-to-Date TCEA Summary**

The TCEA ending cash balance through the fourth quarter was approximately \$1.9 billion, \$185 million (11 percent) above the forecast balance. The variance is due to expenditures that were lower than forecast. Through the fourth quarter, revenues totaled \$78 million, \$19 million (32 percent) above the forecast. Transfers, which are deposits of diesel excise tax revenue, were \$407 million, \$14 million (3 percent) above the forecast. Expenditures were \$263 million, \$162 million (38 percent) below forecast. Adjustments, which represent the timing differences between the Department’s accounting system and the SCO’s accounting system, were negative \$10 million.

**Year-to-Date Reconciliation  
(\$ in millions)**

	Forecast	Actual	Difference	%
<b>Beginning Cash Balance</b>	<b>\$1,710</b>	<b>\$1,710</b>	<b>N/A</b>	
Revenues	59	78	19	
Transfers	393	407	14	
Expenditures	-425	-263	162	
Adjustments	0	-10	-9	
<b>Ending Cash Balance</b>	<b>\$1,738</b>	<b>\$1,923</b>	<b>\$185</b>	<b>11%</b>

Notes: Amounts may not sum to totals due to independent rounding.

## APPENDIX D – FEDERAL EMERGENCY RELIEF PROJECTS

The Federal Highway Administration (FHWA) Emergency Relief Program allocates \$100 million on an annual basis to fund repairs and reconstruction of eligible highway damage resulting from declared disasters nationwide. Congress has periodically provided additional funds for the program through supplemental appropriations. The table below represents the remaining Emergency Relief (ER) funding need for approved California disasters. The need for the next 0-6 months is the basis for the formal request of ER funding made to the FHWA. Columns for “Total Federally Eligible Cost of Event” and “ER Funds Previously Allocated” have been included to reflect standard reporting submitted to the FHWA.

<b>EVENT</b> (\$ in thousands)	<b>Total Federal Eligible Cost of Event</b>	<b>ER Funds Previously Allocated</b>	<b>Net Allocation Needs Next 0-6 Months</b>	<b>Net Allocation Needs Beyond 6 Months</b>
CA06-1 December 2005 Statewide Storms	\$587,769	\$578,139	\$9,631	\$0
CA15-2 December 2014 Statewide Storm Damage	\$102,516	\$101,318	\$757	\$440
CA16-1 October 2015 Storms	\$13,856	\$13,856	\$0	\$0
CA16-4 March 5, 2016 Storms	\$117,630	\$117,627	\$3	\$0
CA17-1 December 9, 2016 Storms	\$90,357	\$62,827	\$0	\$27,530
CA17-2 January 6, 2017 Storms	\$1,000,416	\$971,435	\$0	\$28,981
CA18-1 October 2017 Wildfires	\$19,873	\$10,082	\$0	\$9,790
CA18-2 October 2017 Napa Fire Complex	\$3,868	\$528	\$0	\$3,341
CA18-3 December 2017 Thomas, Creek and Rye, Lilac Fire and Mudslides	\$40,795	\$39,398	\$0	\$1,397
CA18-6 July 2018 Fires SB, Sis, SD Counties	\$25,274	\$17,113	\$0	\$8,161
CA19-2 January / February Winter Storms	\$275,208	\$185,022	\$2,101	\$88,085
CA19-3 July 2019 Earthquakes	\$709	\$706	\$3	\$0
CA20-2 August 2020 Wildfires	\$81,246	\$77,092	\$0	\$4,154
CA20-3 September 2020 Wildfires	\$28,848	\$27,361	\$1,487	\$0
CA21-1 January '21 Winter Storms	\$64,663	\$35,760	\$0	\$28,903
CA21-2 Summer '21 Wildfires	\$1,073	\$56	\$0	\$1,017
CA22-2 October '21 Winter Storms	\$7,156	\$5,150	\$0	\$2,006
CA22-3 December '21 Winter Storms	\$16,295	\$7,251	\$209	\$8,836
CA22-4 January '22 Colorado Fire	\$1,617	\$1,562	\$54	\$0
CA23-1 December '22 Storms	\$338,570	\$134,437	\$32,333	\$171,799
CA23-2 December '22 Earthquake	\$4,622	\$1,127	\$11	\$3,484
CA23-3 February '23 Winter Storms	\$255,496	\$53,793	\$16,113	\$185,589
CA23-4 Tropical Storm Hilary	\$55,978	\$23,668	\$0	\$32,310
CA24-1 November '23 LA I-10 Structure Fire	\$20,409	\$19,657	\$3,006	\$0
CA24-2 December 2023 Winter Storms	\$13,140	\$3,853	\$2,643	\$6,645
CA24-3 February 2024 Winter Storms	\$197,593	\$10,787	\$5,926	\$180,881
CA24-4 March 2024 Winter Storms	\$45,669	\$471	\$1,857	\$43,341
CA24-5 July 2024 Gold Complex and Park Fires	\$2,332	\$0	\$131	\$2,201
<b>TOTAL</b>	<b>\$3,412,976</b>	<b>\$2,500,076</b>	<b>\$76,264</b>	<b>\$838,890</b>

Future federal ER funding of this type can only be used to fund emergency-relief projects and does not represent new capacity, except to the extent that the SHA funds have already been advanced for the emergency projects.

## APPENDIX E – TRANSPORTATION LOANS

### Status of Outstanding Transportation Loans, as of June 30, 2025 (\$ in millions)

FUND	Original Loan	Loans / Interest Paid-to-Date	Remaining Balance
<b>High-Speed Passenger Train:</b>			
2013-14 Public Transportation Account (PTA) <sup>1</sup>	\$23	\$0	\$23
2014-15 Public Transportation Account (PTA) <sup>1</sup>	31	0	31
<b>Subtotal High-Speed Passenger Train Loans:</b>	<b>\$54</b>	<b>\$0</b>	<b>\$54</b>
<b>Totals:</b>	<b>\$54</b>	<b>\$0</b>	<b>\$54</b>

Note: Amounts may not sum to totals due to independent rounding.

<sup>1</sup>Repayment will occur when the PTA is determined to be in need of the funds or when the High-Speed Passenger Train Bond Fund no longer needs the funds.

### High-Speed Passenger Train Loans

The 2013-14 Budget Act authorized up to \$26 million in loans from the PTA to the High-Speed Passenger Train Bond Fund to cover support costs incurred by the High-Speed Rail Authority. During 2013-14, a total of \$23 million was loaned, consisting of \$5.4 million in August 2013, \$8.9 million in October 2013, \$5.6 million in March 2014, and \$3 million in June 2014. The 2014-15 Budget Act authorized additional loans of up to \$31.6 million for support costs incurred in 2014-15, including an initial authorization of \$29.3 million and an additional authorization of \$2.3 million. During 2014-15, a total of \$30.9 million was loaned, consisting of \$7.3 million in September 2014, \$7.3 million in December 2014, \$7.3 million in February 2015, \$2.3 million in March 2015, and \$6.7 million in May 2015. No additional loans are anticipated to occur. Pursuant to statute, loans will be repaid when the PTA is determined to be in need of the funds or when the High-Speed Rail Authority no longer needs the funds.