2022 State Transportation Improvement Program Fund Estimate Workshop
Recent Gasoline Consumption (2-Calendar Year Quarterly Trend)
Gasoline Consumption Actuals and Projections
Recent Diesel Consumption (2-Calendar Year Quarterly Trend)
Fund Estimate Methodology

1. **Beginning Balance**
2. **Anticipated Revenues**
3. **Non-Program Commitments**
   - Support
   - Local Assistance
   - Maintenance and Operations
   - Other
4. **Existing Program Commitments**
5. **Resources Available for Programming (for next 5 years)**
Gasoline Consumption (25-Year Trend)

Note: Consumption data from 2002-03 through 2019-20 from the California Department of Tax and Fee Administration. Consumption data from 2020-21 through 2026-27 based on the Department of Transportation projections.
Primary Revenues for STIP & SHOOP

($ in millions)


Incremental Excise Tax
SB 1 Revenue
Base Excise Tax
Federal Obligation Authority
Incremental Excise Tax Breakdown (2021-22)

- Weight Fee Backfill (Debt Service)
- State Transportation Improvement Program (STIP)
- Local Streets and Roads (Locals)
- State Highway Operation and Protection Program (SHOPP)

- Debt Service 52%
- STIP 21%
- Locals 21%
- SHOPP 6%
PTA – Primary Revenues and Expenditures

**ANNUAL RESOURCES**
- Diesel Sales Tax
- Transportation Improvement Fee (TIF)

**SET-ASIDES IN STATUTE**
- State Transit Assistance (73% of Diesel Sales Tax + 30% of TIF)
- Transit and Intercity Rail Capital Program (70% of TIF)
- State Rail Assistance (5% of Diesel Sales Tax)

**REMAINING ANNUAL RESOURCES**
- 22% of Diesel Sales Tax

**BUDGET ACT APPROPRIATIONS**
- Operations & Support, Local Assistance, Other

**EXISTING RAIL & MASS TRANSPORTATION PROGRAM COMMITMENTS**

**RESOURCES AVAILABLE FOR NEW STIP PROGRAMMING**
Draft 2022 STIP FE Program Capacity

<table>
<thead>
<tr>
<th>Estimated Program Capacity Available, All Funds</th>
<th>Fund Estimate Five-Year Period</th>
<th>($ millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>2021-22</td>
<td>2022-23</td>
</tr>
<tr>
<td>2022 FE SHOPP Target Capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHA Program Capacity</td>
<td>$2,700</td>
<td>$2,500</td>
</tr>
<tr>
<td>RMRA Program Capacity</td>
<td>$1,600</td>
<td>$1,600</td>
</tr>
<tr>
<td>Total 2022 FE SHOPP Target Capacity</td>
<td>$4,300</td>
<td>$4,100</td>
</tr>
<tr>
<td>2020 SHOPP Program</td>
<td>4,440</td>
<td>4,240</td>
</tr>
<tr>
<td>Net Difference</td>
<td>($140)</td>
<td>($140)</td>
</tr>
<tr>
<td>Cumulative Difference</td>
<td>($140)</td>
<td>($280)</td>
</tr>
<tr>
<td>2022 FE STIP Target Capacity</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SHA Program Capacity</td>
<td>$695</td>
<td>$700</td>
</tr>
<tr>
<td>PTA Program Capacity</td>
<td>10</td>
<td>0</td>
</tr>
<tr>
<td>TFA Available Capacity</td>
<td>6</td>
<td>52</td>
</tr>
<tr>
<td>Total 2022 FE STIP Target Capacity</td>
<td>$711</td>
<td>$752</td>
</tr>
<tr>
<td>2020 STIP Program</td>
<td>711</td>
<td>753</td>
</tr>
<tr>
<td>Net Difference</td>
<td>$0</td>
<td>($1)</td>
</tr>
<tr>
<td>Cumulative Difference</td>
<td>$0</td>
<td>($1)</td>
</tr>
</tbody>
</table>

Notes:
- General note: Program capacity includes construction, right-of-way, and capital outlay support.
- 1. 2020 SHOPP Program totals from Transportation Programming.
- 2. TFA capacity represents unallocated, closeout savings available for commitments to STIP projects.
- 3. 2020 STIP Program estimates including time extensions and advances as of June 9, 2021 (provided by Commission staff).
2020 Vs. 2022 Fund Estimates

**STIP Revenue**
- 2022 FE projected revenue is $2.6 billion, a decrease of $478 million
  - Decline primarily due to the impact of COVID-19 on gasoline consumption

**STIP Commitments**
- 2022 FE commitments are $1.5 billion, an increase of $13 million
  - Commitments remained consistent to the 2020 FE

**STIP Programming Capacity**
- 2022 FE capacity is $2 billion, a decrease of $546 million
  - Decline primarily due to decreased revenue
  - FE capacity amounts take into consideration cashflow estimates
Aeronautics Account Fund Estimate

● **Highlights**

  - Assumes full Annual Credit Program ($1.5 million per year)
  - Assumes $2.5 million in annual transfers from the Local Airport Loan Account through fiscal year 2023-24

● **Program Capacity**

  - Approximately $9.5 million for allocation by the Commission over the five-year Fund Estimate Period
    - This is contingent upon the $2.5 million annual Local Airport Loan Account transfer
Next Steps

- Changes and updates will be coordinated with Commission Staff
  - Department will work with CTC staff on any comments prior to the August meeting
  - The Department will update the 2022 Fund Estimates as necessary if changes occur before publishing

- Remaining schedule
  - Final 2022 Fund Estimates presented for adoption at the August 18, 2021 meeting
    - Adoption may be delayed up to 90 days by the Commission
Questions