



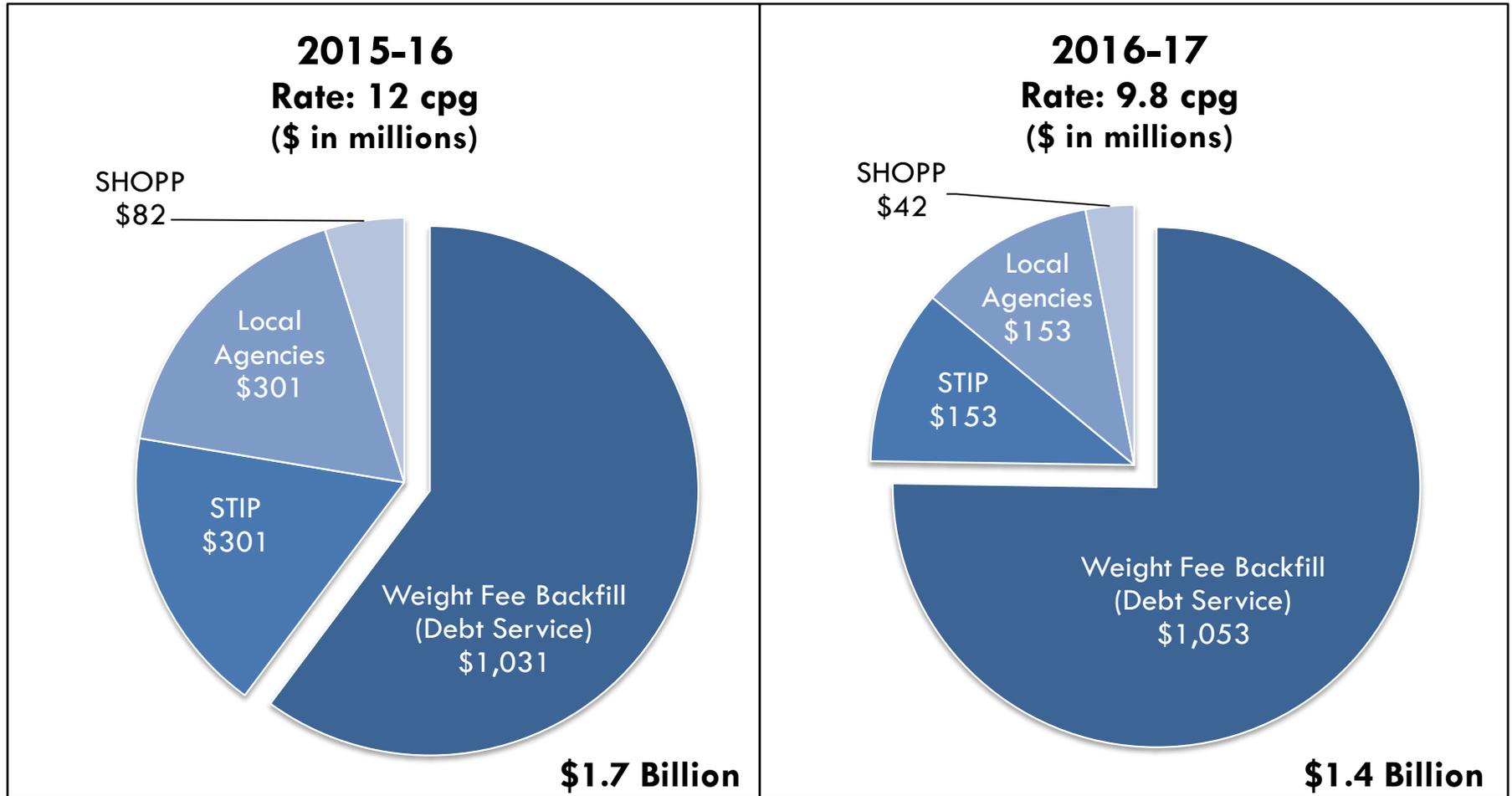
Update to the 2016 STIP Fund Estimate

Presented to the
California Transportation Commission

Update to Approved Assumptions

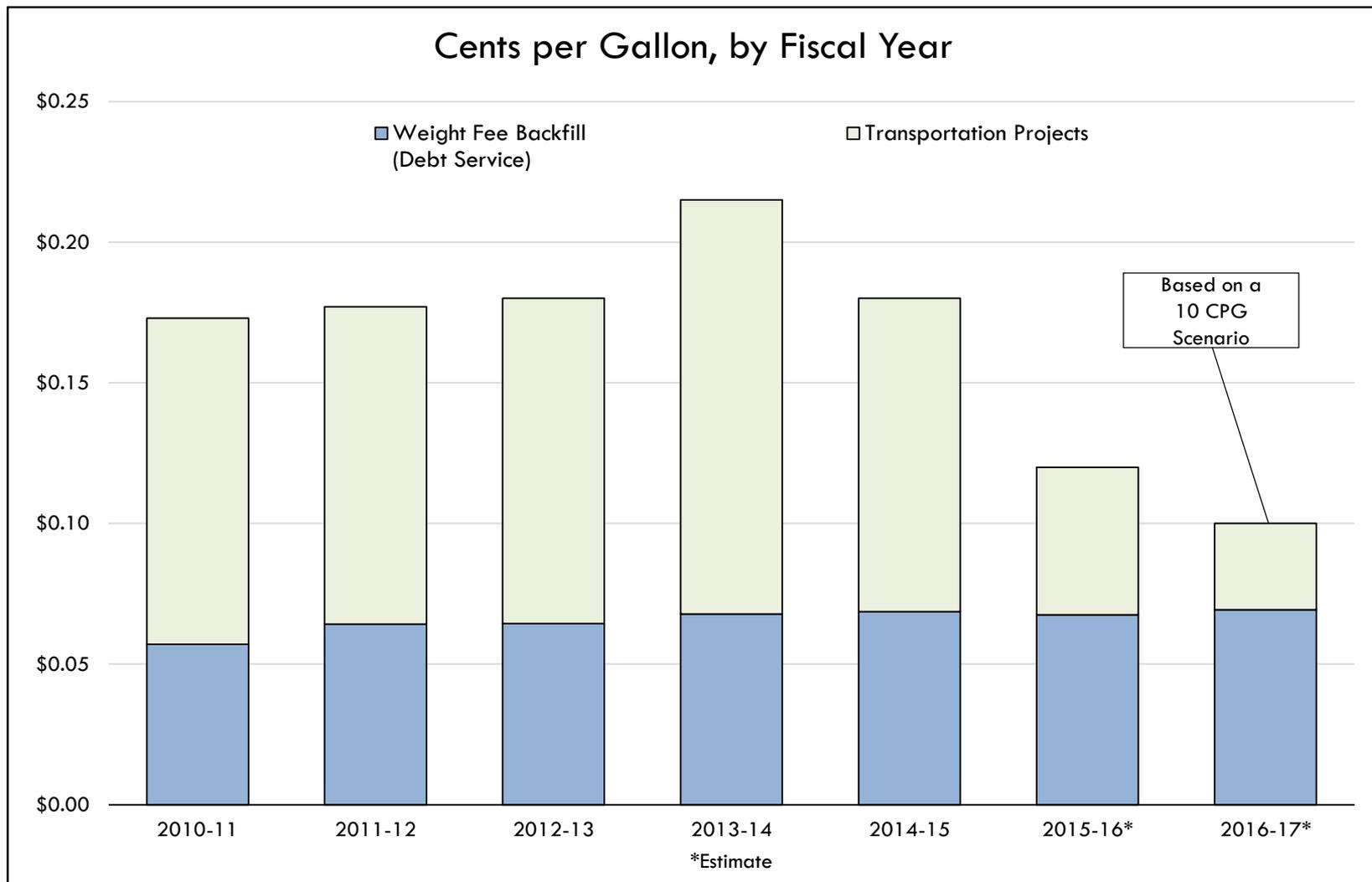
- On May 28, 2015, the Commission approved the assumptions for the 2016 State Transportation Improvement Program (STIP) Fund Estimate.
 - Revenue assumptions were based in part on Price-Based Excise Tax (PBET) Rate projections by the Department of Finance.
- The 2016-17 Governor's Budget reflects a lower 2016-17 PBET Rate than was previously estimated by the Department of Finance.
 - PBET is the primary revenue source for the STIP.
 - Revised PBET Rate scenarios were developed to reflect the projected lower rates over the Fund Estimate period.

2016-17 Governor's Budget - PBET

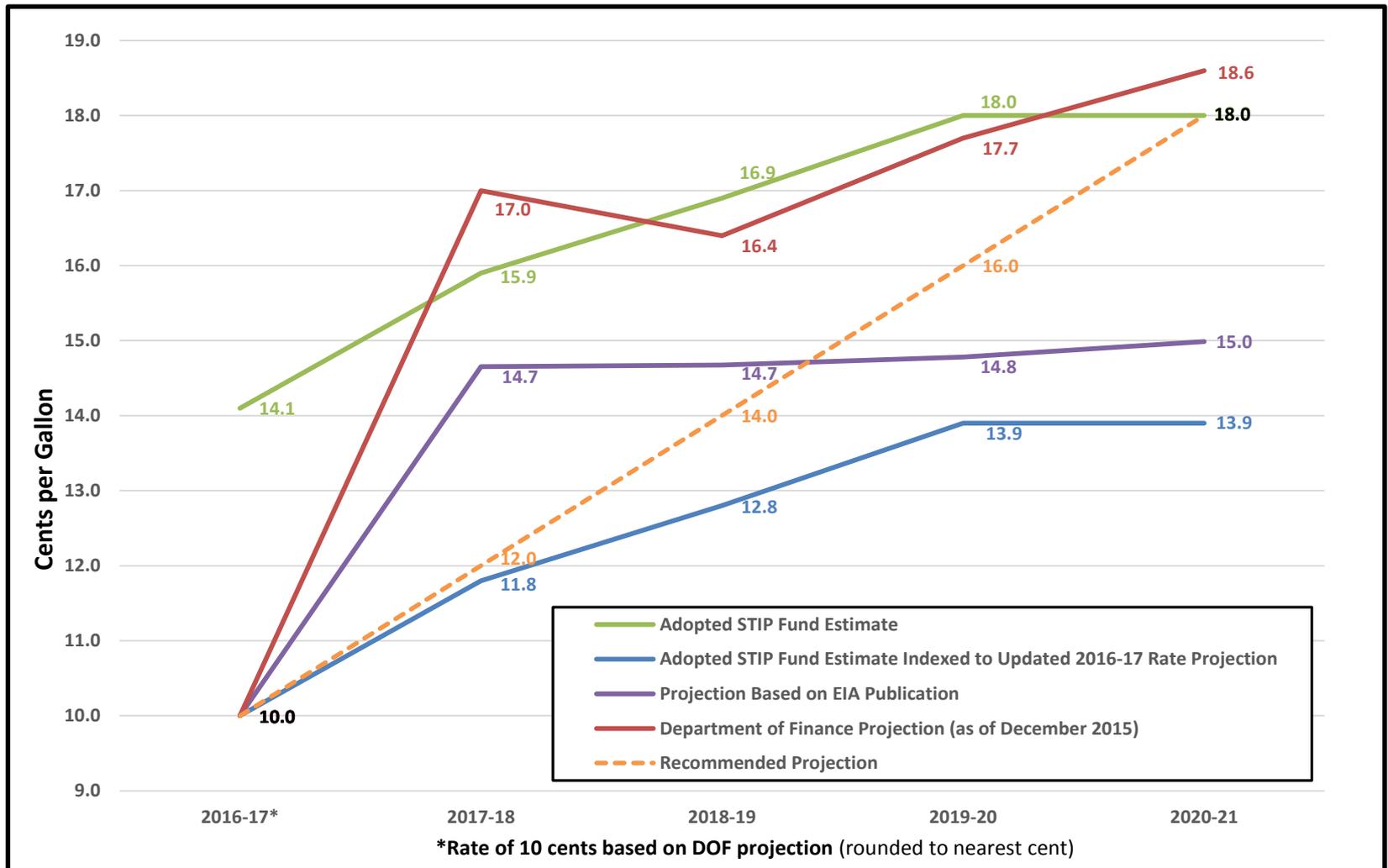


Note: Charts do not include General Fund Transfers attributable to off-highway vehicle use

PBET: Debt Service and Projects



PBET Scenarios - Rates



Updated STIP Revenue & Capacity

- Adopted 2016 STIP Fund Estimate:
 - Projected approximately \$2.6 billion in revenue available for STIP over the Fund Estimate period.
 - Target Capacity was set at \$2.4 billion.
- Updated Scenario:
 - Recommended Projection estimated approximately \$1.8 billion in revenue available for STIP over the Fund Estimate period.
 - Target Capacity has been adjusted down to approximately \$1.6 billion, commensurate with the \$801 million decrease in projected STIP revenue.

Comparison of Target Capacities

2016 Fund Estimate Five-Year Period

(\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
Total STIP Target Capacity¹								
Amended 2016 STIP Fund Estimate ²	\$378	\$240	\$265	\$315	\$360	\$395	\$1,575	\$1,953
Adopted 2016 STIP Fund Estimate	378	405	420	470	540	540	2,375	2,753
Net Difference	\$0	(\$165)	(\$155)	(\$155)	(\$180)	(\$145)	(\$801)	(\$801)
Cumulative Difference	\$0	(\$165)	(\$320)	(\$475)	(\$655)	(\$801)		

Notes:

General note: Numbers may not add due to rounding

¹ Sum of SHA and PTA Program Capacities

² Capacity based on *Recommended Projection* Scenario

- Target Capacity = commitments + new capacity
- Decreased Capacity in each of the Fund Estimate, when compared to the Adopted 2016 Fund Estimate
 - Results in negative STIP Capacity

Amended 2016 STIP FE – Program Capacity

Estimated Program Capacity Available, All Funds Fund Estimate Five-Year Period (\$ millions)

	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21	5-Year Total	6-Year Total
2016 FE STIP Target Capacity								
SHA Program Capacity ¹	\$328	\$200	\$225	\$275	\$320	\$355	\$1,375	\$1,703
PTA Program Capacity	50	40	40	40	40	40	200	250
Total 2016 FE STIP Target Capacity	\$378	\$240	\$265	\$315	\$360	\$395	\$1,575	\$1,953
2014 STIP Program ²	554	798	682	673	0	0	2,152	2,707
Net Difference	(\$176)	(\$558)	(\$417)	(\$358)	\$360	\$395	(\$577)	(\$754)
Cumulative Difference	(\$176)	(\$734)	(\$1,151)	(\$1,508)	(\$1,148)	(\$754)		

Notes:

General note: Program capacity includes construction, right-of-way, and capital outlay support.

¹ Capacity based on *Recommended Projection* Scenario

² STIP Program estimates including time extensions and advances as of June 30, 2015 (provided by Commission staff).

- Amended STIP capacity is \$1.6 billion over the 5-Year period
- 2014 Program is \$2.2 billion
 - 5-Year Shortfall = \$577 million
 - 6-Year Shortfall = \$754 million

Next Steps

- Approval of the Revised Fund Estimate Assumption on the Price-Based Excise Tax Rate
 - Numbers in this presentation are based on PBET Rates included in the *Recommended Projection*.
- Adoption of Amended 2016 STIP Fund Estimate
 - Resolution G-16-01.
- Commission may only amend the Fund Estimate prior to March 1
 - Government Code, Section 14525 (d)