



Caltrans[®]

2018 State Transportation Improvement Program Fund Estimate Workshop

2018 STIP FE Program Capacity

**WORKSHOP
DRAFT**

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

	2017-18	2018-19	2019-20	2020-21	2021-22	2022-23	5-Year Total	6-Year Total
2018 FE SHOPP Target Capacity								
SHA Program Capacity	\$2,400	\$2,600	\$2,700	\$2,800	\$2,900	\$3,000	\$14,000	\$16,400
RMRA Program Capacity	\$313	\$1,600	\$1,600	\$1,600	\$1,600	\$1,600	\$8,000	\$8,313
Total 2018 FE SHOPP Target Capacity	\$2,713	\$4,200	\$4,300	\$4,400	\$4,500	\$4,600	\$22,000	\$24,713
2016 SHOPP Program ¹	2,540	2,540	2,540	0	0	0	5,080	7,620
Net Difference	\$173	\$1,660	\$1,760	\$4,400	\$4,500	\$4,600	\$16,920	\$17,093
Cumulative Difference	\$173	\$1,833	\$3,593	\$7,993	\$12,493	\$17,093		
2018 FE STIP Target Capacity								
SHA Program Capacity	\$280	\$565	\$640	\$660	\$670	\$670	\$3,204	\$3,484
PTA Program Capacity	20	15	15	15	15	15	75	95
Total 2018 FE STIP Target Capacity	\$300	\$580	\$655	\$675	\$685	\$685	\$3,279	\$3,579
2016 STIP Program ²	238	336	346	399	0	0	1,081	1,319
Net Difference	\$62	\$244	\$309	\$276	\$685	\$685	\$2,198	\$2,260
Cumulative Difference	\$62	\$306	\$614	\$890	\$1,575	\$2,260		

Notes:

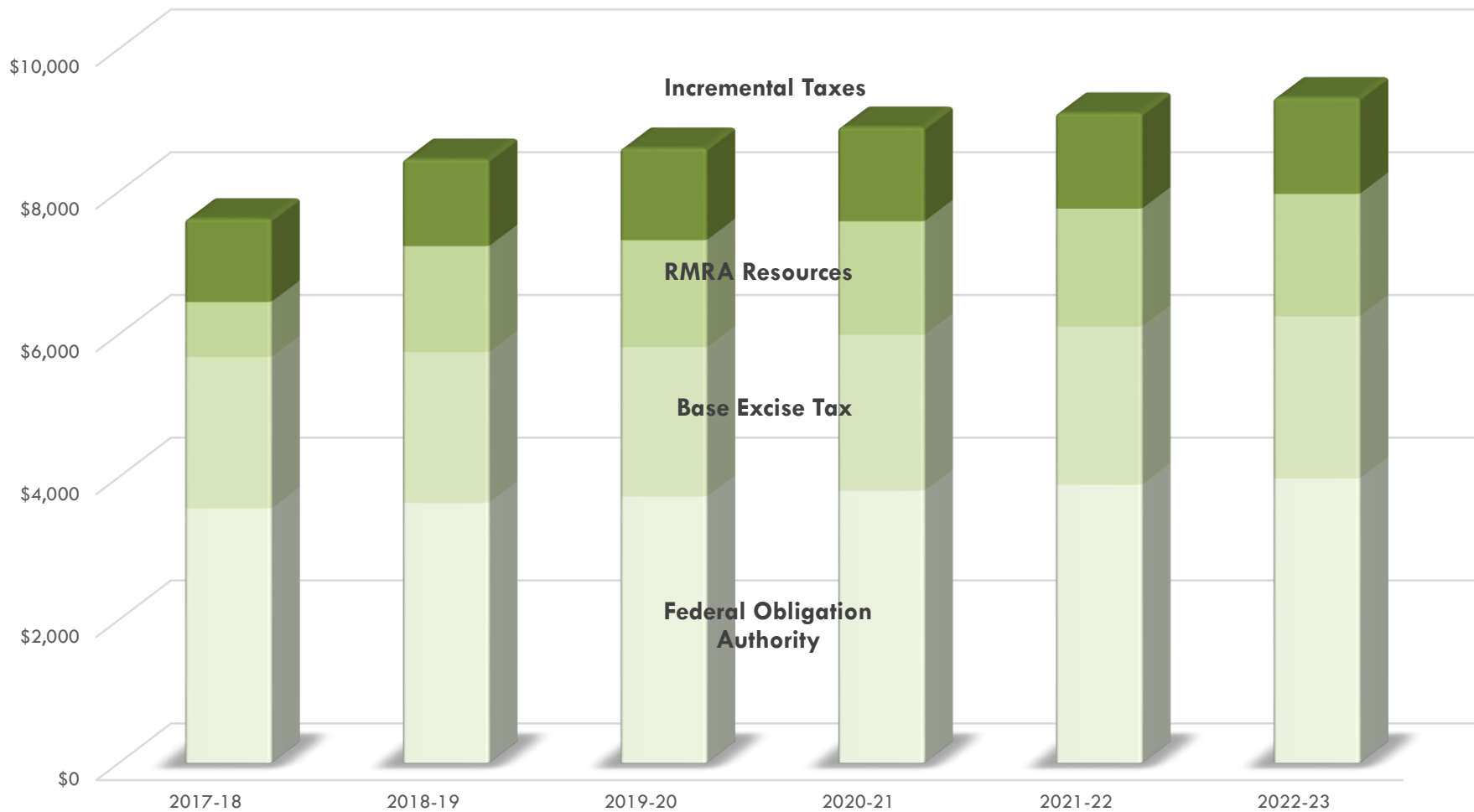
General note: Program capacity includes construction, right-of-way, and capital outlay support.

¹ 2016 SHOPP Program totals from Transportation Programming.

² 2016 STIP Program estimates including time extensions and advances as of June 30, 2017 (provided by Commission staff).

Primary Revenues for STIP & SHOPP

(\$ in millions)



Results of SB 1

● SHA/FTF

- Stabilization of Price-Based Excise Tax (17.3 cpg) as well as Base Excise taxes for gas (18 cpg) and diesel (16 cpg).
 - PBET rate will be set to 17.3 cpg as of 2019-20.
 - All rates are to be adjusted for inflation from 2020-21 onward.
- Includes Transportation Improvement Fees.
 - SB 1 requires State Controller Office to transfer \$250 million annually to the SHA that will pass through to the Congested Corridor Program.

Results of SB 1 Continued

● PTA

- Includes Transportation Improvement Fee.
 - Transportation Improvement Fees are to be collected by the DMV and annual rates will be between \$25-\$175 based on vehicle value and brackets are established within statute.
 - Funds Transit Intercity Rail Capital Program (TIRCP) and State Transit Assistance (STA) for a respective 70/30 split.
- Includes additional 4% diesel retail sales and use tax.
 - Designated for STA (3.5%) and Transit and Intercity Rail Purposes (0.5%).
- Additional diesel retail sales and use taxes do not add resources to STIP.

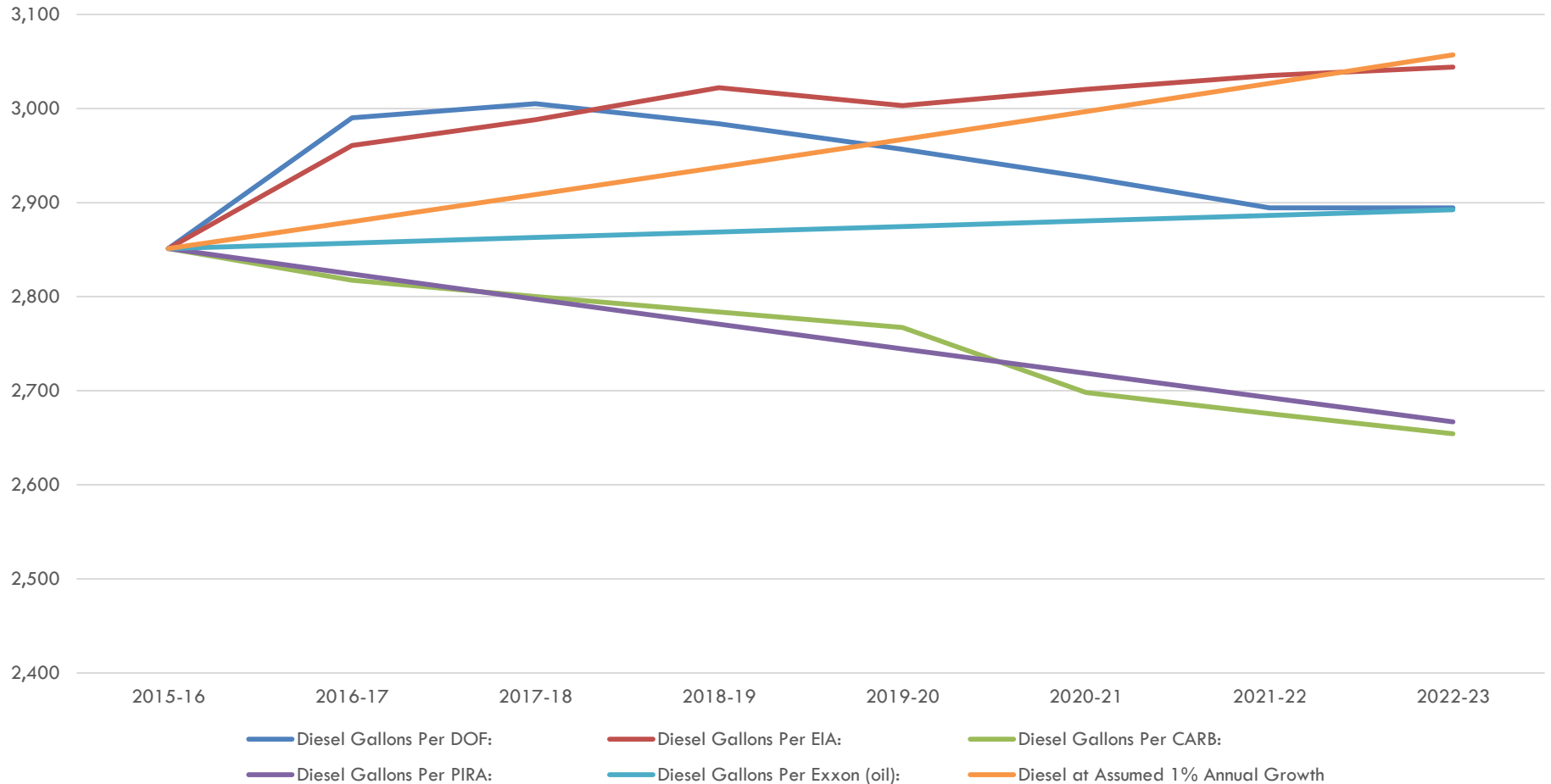
Results of SB 1 Continued

- **RMRA elements considered as a resource to the SHOPP in the 2018 FE**
 - Accounts for Bridges & Culverts (\$400 million annually).
 - Accounts for the balance of revenues available to Maintenance & SHOPP after set-asides.

Advance Project Development Element

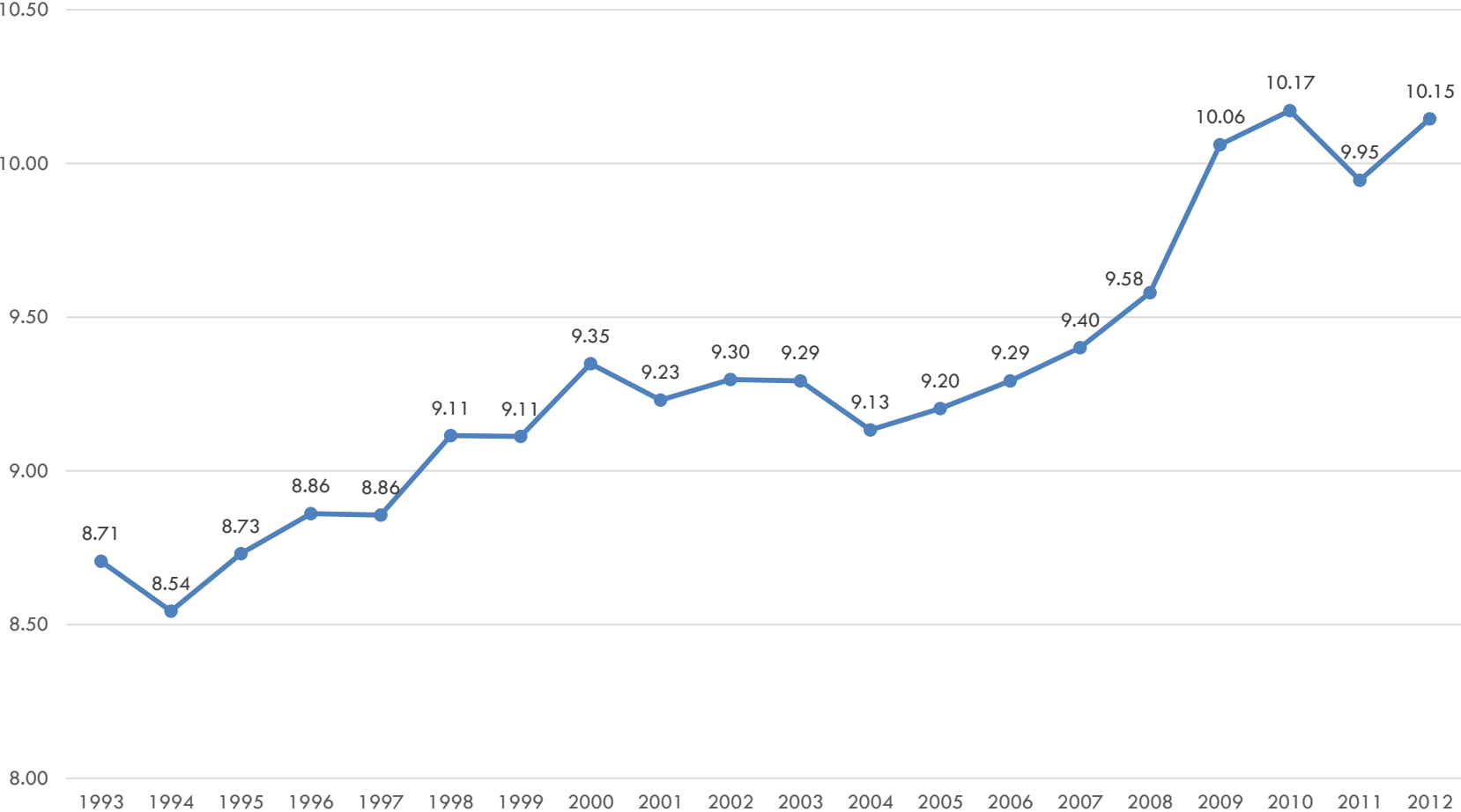
- AB 1012 provided the authority for advanced project funding.
 - Provided for in law.
 - Allows for programming in advance of capacity.
 - Counts against future County Shares.
 - Provides an added \$335 million for the STIP over the five-year period.
 - May be used for pre-construction phases only.

Consumption Analysis of Diesel



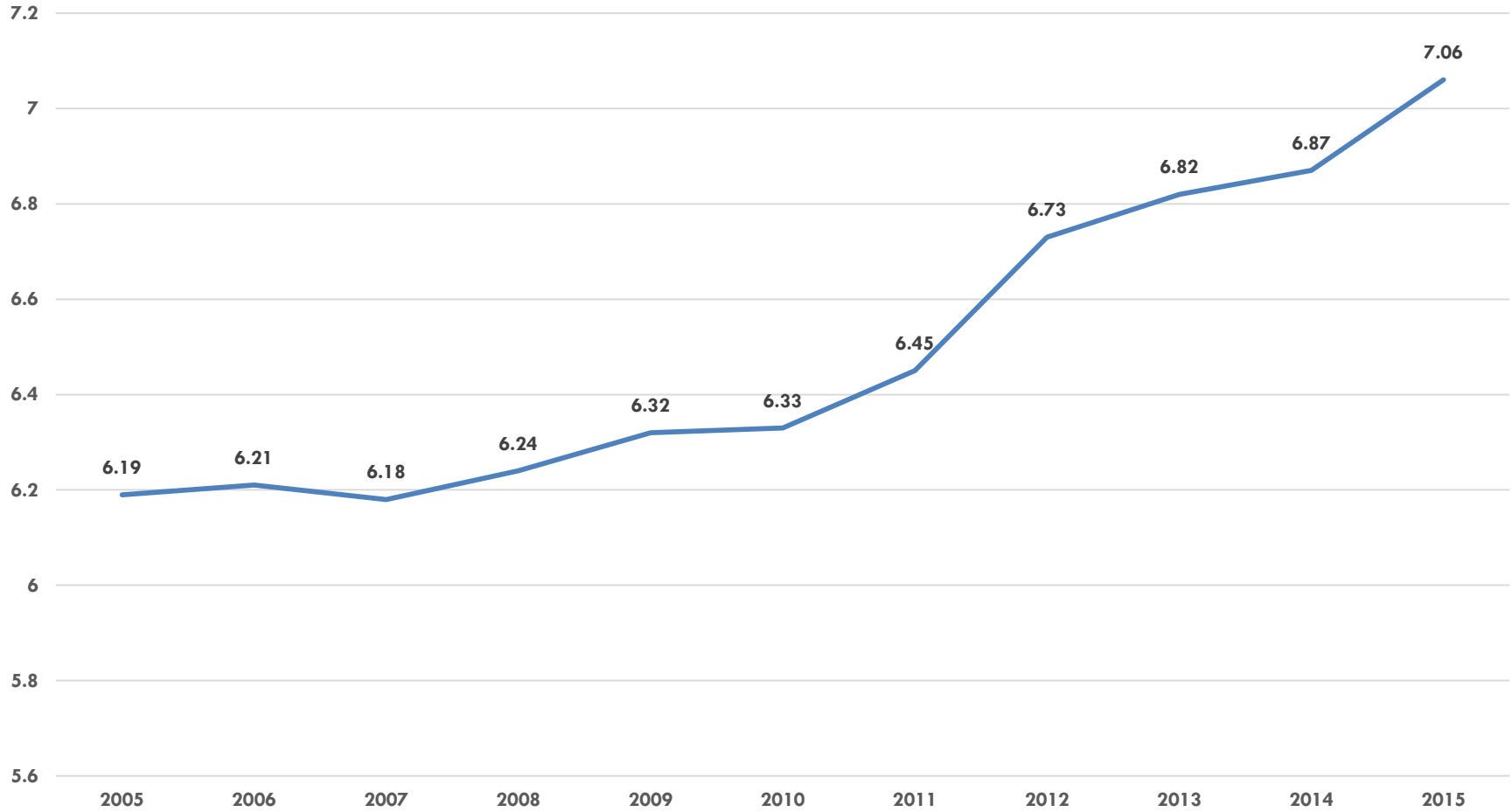
Rail Freight Fuel Efficiency

Average Miles Traveled Per Gallon (Freight Cars)



Trucking Fuel Efficiency

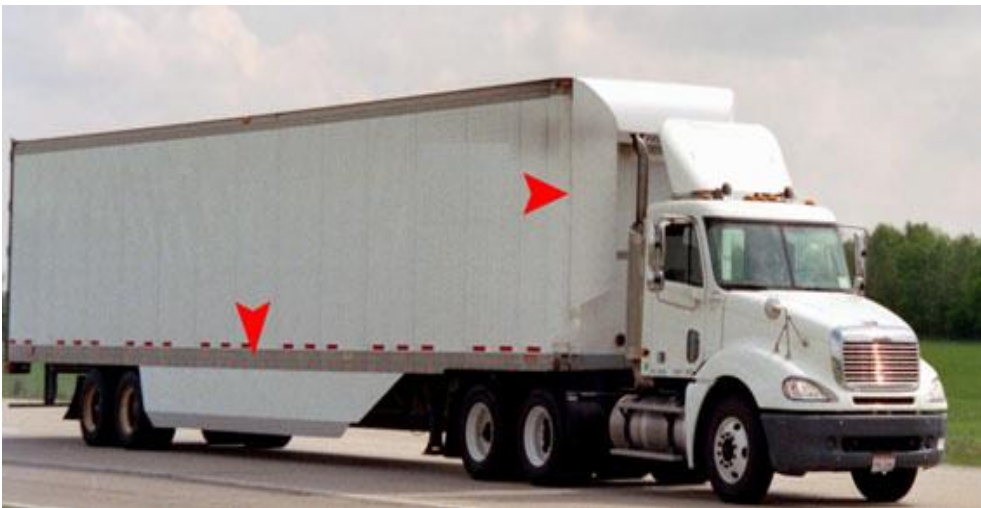
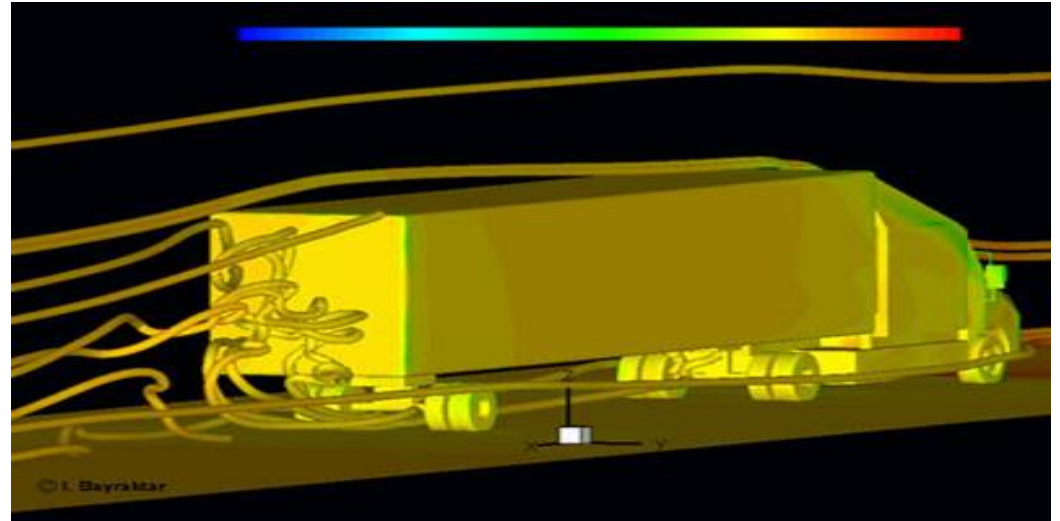
Average Fleetwide MPG Trucking



Market Disruption of Traditional Fuel Sources

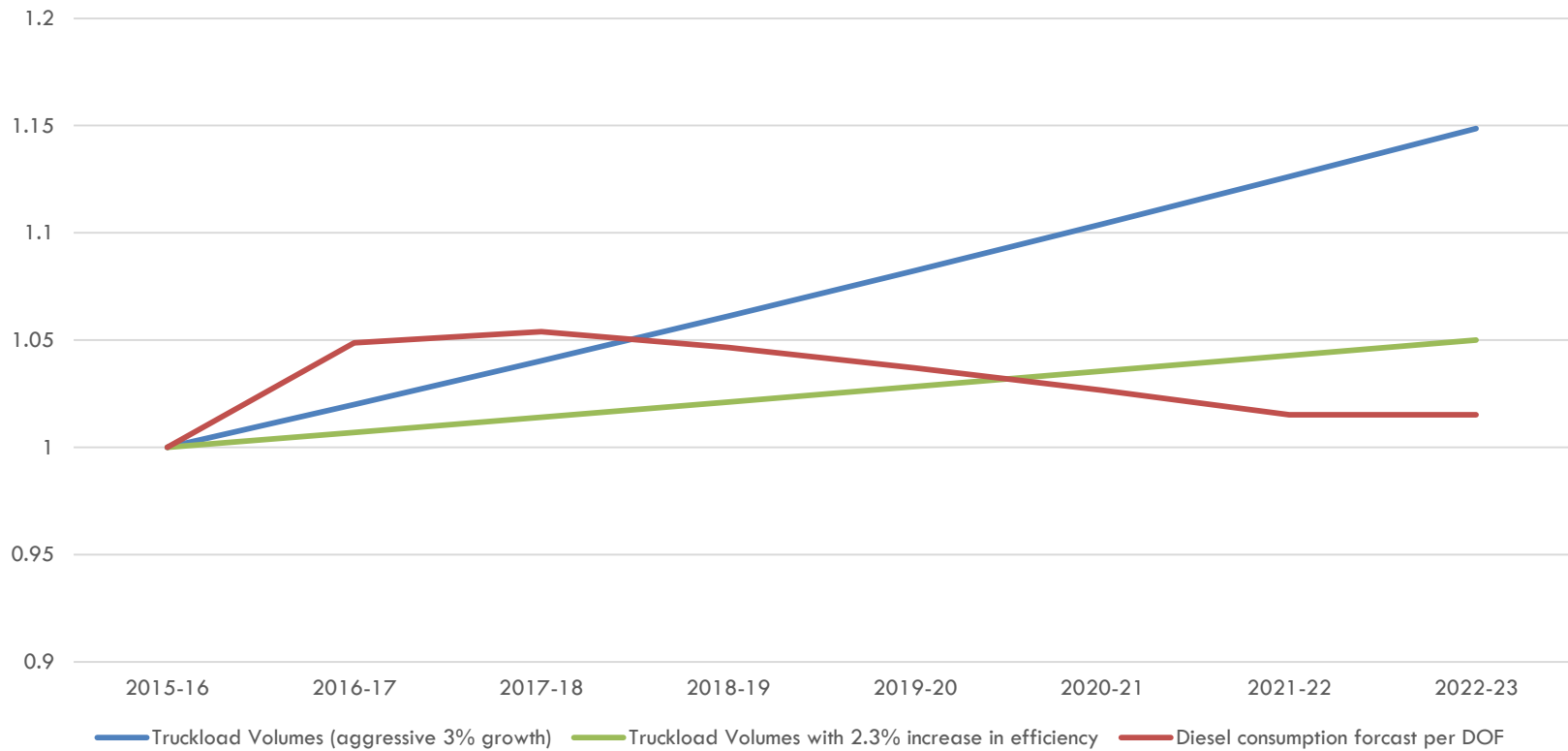
- **AB 32**
 - CA required to reduce GHG emissions to 1990 levels by 2020.
 - This is a reduction of approximately 15% below expected emissions in a business as usual setting.
- **Volvo Moves to Phase Out Conventional Engines**
 - CEO Hakan Samuelsson comments: “While Volvo’s strategy has risks, a much bigger risk would be to stick with internal combustion engines.”
- **Slowing Down to Create Better Efficiencies**
- **Reduced Idling and Increasing Logistics**
- **Driving Skills**

Other Fuel Efficiencies & Aerodynamics



Trucking Efficiencies (2010-2015)

Truckload Volumes vs Consumption
5-year Average Efficiency Gains



Aeronautics Account Fund Estimate

● Highlights

- Assumes full Annual Credit Program (\$1.5 million per year).
- Assumes \$4 million in annual transfers from Local Airport Loan Account over the four-year FE period.

● Program Capacity

- Approximately \$5.2 million annually over the FE period (2018-19 to 2021-22) for allocation by the Commission.
 - This is contingent upon the \$4 million annual LALA transfer.
 - Transfers requires DOF approval.

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 2018 Fund Estimates as necessary if changes occur before publishing.

- **Remaining schedule**

- Final 2018 Fund Estimates presented for adoption at the August 16, 2017 meeting.
 - Adoption may be delayed up to 90 days by the Commission.