

**CTC Meeting
August 10, 2011
Sacramento**

Report by new FHWA Division Administrator – Vince Mammano – He plans to focus on civil rights (DBE), ADA compliance, and innovative financing.

Budget and Allocation Capacity – Steven Keck - Cash flow from current and planned allocations will necessitate a bond sale by Fall 2011 or by Spring 2012 at the latest.

- September 30 federal gas tax expiration – gas tax is usually renewed through surface transportation bills. Vince Mammano -the expiration of the FAA tax has not set a good precedent, however, hopefully Congress has learned its lesson about the consequences of letting something like this expire and won't repeat the experiment. Mitch Weiss – there is a California law that will increase the state gas tax to make up for it, but the amount is out of date so it will leave a gap. We should work on updating the state legislation.
- Informal allocation plan – Mitch Weiss, CTC – we will be about \$100 million short on allocation capacity if all projects are delivered on time. Our priorities would be as follows:
 - For state only funds: Planning, Programming and Monitoring project, required match for federal projects, and projects under \$1 million that are not federalized.
 - Highway/Local Road/Transit projects: if over \$15 million they would be bond-funded (ie. wait until bond funds are available.)

Adoption of 2012 STIP Guidelines – Mitch Weiss – approved

- Since there is no more Public Transportation Account (PTA) Funding in the STIP, transit projects have to be eligible for State Highway Account funds (almost all of which are restricted by Article XIX, which means no vehicle purchases) or federal funds, starting FY '13. If they are not, they will have to be deprogrammed, and replaced with another project.
- Due to the new Project Initiation Document (PID) streamlining which pushes the detailed cost estimates work out to the environmental process, new language requires cost estimates (STIP programming) for right of way, design and construction to be updated in the STIP cycle following completion of environmental clearance.

2012 STIP Fund Estimate – Steven Keck (see handout) –The updated new STIP capacity 6-year total is \$1,483 million. Metro's county minimum is \$173 million, mostly available in FY '16 and '17.

Bond Allocations – Norma Ortega, Caltrans Chief Budget Officer – we have approximately \$2 billion worth of bonds on hand and \$4.6 worth of projects ongoing. However we have surveyed and analyzed cash flow and think we can make additional allocations at this time:

- All Corridor Mobility Improvement Account (CMIA) projects
- The one Highway/Rail Crossing Safety Account (HRCSA) project
- Colton Crossing Trade Corridor Improvement Fund (TCIF) project, since it will lapse a TIGER grant if we don't allocate now
- SCRRRA's State and Local Partnership Program (SLPP) funds for Positive Train Control
- The one State Route 99 project

A potential constraint for future bond allocations is the debt service funding source, weight fees: \$900 M per year. This could limit/delay future allocations before long. Commissioner. Ghielmetti stated that the Governor is committed to Fall 2011 and Spring 2011 bond sales. The amount is still in question. Caltrans estimates indicate we need \$2 billion out of each sale, but we haven't been getting that much from recent sales.

Financial Allocations for Projects in Los Angeles County:

Project	Sponsor	Amount (\$millions)
SHOPP Projects in L.A. County	Caltrans	\$486.2
I-5 Widening, Orange County Line to I-605	Caltrans	\$72.3
Positive Train Control	SCRRRA	\$32.8
Route 138 Widening	Caltrans	\$17.6
Planning, Programming and Monitoring	LACMTA	\$7.5
Total		\$616.4