



AGENDA

*** **CONFIDENTIAL** ***

Executive Committee

Thursday, April 22, 2010

2:00 p.m. – 4:00 p.m.

Conference Call Meeting

Dial-in Number: 1-800-867-2581

Access Code: 4464656 followed by the # key

<u>Agenda Items</u>	<u>Recommended Action</u>
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General Business

- | | |
|--|------|
| 1. Chair’s Report (oral) | File |
| 2. Executive Director’s Report (oral) | File |

Strategic Goal 1 - Advocacy: Influence decision makers to enact policies and supply funds supporting and advancing public transit.

- | | |
|--|--------|
| 3. Transit Revenue Protection & Enhancement | |
| a. Transit Funding: Budget, Litigation & Initiative (p. 1) | Action |

Strategic Goal 2 - Member Services: Provide members timely information and services enhancing the strengths and effectiveness of their organizations.

- | | |
|--|-----------------|
| 4. Association Management | |
| a. Spring Legislative Conference Planning (oral) | Possible Action |

Other Business

- | | |
|--------------------------------------|--|
| 5. Other Business | |
| a. Items Otherwise Not on the Agenda | |
| 6. Adjournment | |

Vision Statement

This statement contains our long-range vision for the transit industry and portrays the desired future the Association seeks to achieve.

Our Association's vision is:

*Fully funded, efficient, and effective public transit systems
operating in a balanced transportation network.*

* * *

Mission Statement

This statement describes how the Association will accomplish its vision.

Our Association's mission is:

Support the needs of California's public transit systems through advocacy and education.

* * *

Core Values

These describe how the Association's members and staff will conduct themselves and the business of the Association.

Our Association's core values are:

Ethical Behavior

Honesty

Integrity

Accountability

Serve the Public good

Informed Participation

Consensus-Based Decision Making & Inclusiveness

Agenda Item 3(a)
Transit Funding: Budget, Litigation & Initiative
Summary of Staff Report and Staff Recommendation

Background

The Association for several years has been pursuing three main strategies, separately but in parallel, to protect and enhance funding for public transit. They are:

1. Preserve transit funding in the annual State budget process.
2. Resolve satisfactorily the Association's litigation against the State.
3. Begin preliminary exploration of longer-term and stronger options to protect and enhance transit funding, including possibly a statewide initiative measure.

This report brings all three efforts together, as the recently enacted "gas tax swap" informs our actions on the initiative.

Upon enactment of the three-bill "gas tax swap" on March 22nd, the legislature and governor eliminated three of the four major tax revenue streams historically flowing to the Public Transportation Account. The sole remaining major revenue stream – the sales tax on diesel fuel – was enhanced, to support a State Transit Assistance program at least as large as the most recent years' STA appropriations. Other significant changes were made to the way Proposition 42 and gas tax funding works for a variety of transportation programs.

At the same time, due to our victory in the *Shaw v. Chiang / Genest* litigation, the legislature was able to appropriate \$400 million from the PTA balance to the STA program, to cover the current year and the budget year.

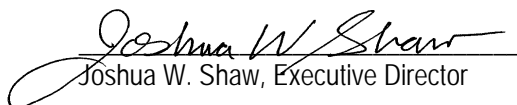
Meanwhile, the proponents of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 have been circulating signatures to qualify the initiative for the November 2010 statewide ballot. As originally written, the Act was designed to protect all four sources of PTA revenue from diversion, as well as all Prop. 42 and gas tax revenue. With the recent changes to state transportation funding, the campaign committee must decide whether or not to submit signatures; the decision is due in late April.

Summary of Staff Report

The report provides an analysis of the pros and cons of qualifying the Act, and asks the Executive Committee to confirm its support for moving forward.

Executive Director's Recommendation

Support submittal of signatures for qualification of, and endorse a robust campaign for passage of, the Local Taxpayer, Public Safety and Transportation Protection Act of 2010, on the November ballot.


Joshua W. Shaw, Executive Director

Executive Committee
April 22, 2010 Special Conference Call Meeting

**California Transit Association
Executive Committee
Agenda Item 3(a)**

Transit Funding: Budget, Litigation & Initiative

The Association for several years has been pursuing three main strategies, separately but in parallel, to protect and enhance funding for public transit. They are:

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2. Resolve satisfactorily the Association's litigation against the State.
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At the same time, due to our victory in the *Shaw v. Chiang / Genest* litigation, the legislature was able to appropriate \$400 million from the PTA balance to the STA program, to cover the current year and the budget year.

Meanwhile, the proponents of the Local Taxpayer, Public Safety and Transportation Protection Act of 2010 have been circulating signatures to qualify the initiative for the November 2010 statewide ballot. As originally written, the Act was designed to protect all four sources of PTA revenue from diversion, as well as all Prop. 42 and gas tax revenue. With the recent changes to state transportation funding, the campaign committee must decide whether or not to submit signatures; the decision is due in late April.

Interaction Between “Gas Tax Swap” and Initiative

The Local Taxpayer, Public Safety and Transportation Protection Act of 2010 was originally designed to – and is still written to – amend the California constitution to require that the four core revenue sources historically flowing into the PTA shall be deposited quarterly into the PTA, and it prohibits the practice of loaning or transferring PTA funds to the General Fund, and prohibits borrowing or using the money in the PTA for any purposes other than “transportation planning” and “mass transportation,” as defined (i.e. the traditional public transit purposes to which PTA funds flowed before the legislative diversions of the last few years).

It was also written to require that PTA revenue be continuously appropriated, and only for the mass transportation and transportation purposes that we defined in the Act.

However, **the gas tax swap eliminates the sales tax on gasoline, which has the effect of eliminating three of the four major revenue sources historically flowing to the Public Transportation Account.**

Before the gas tax swap was enacted, the Act would have protected the following four historic revenue sources:

- **Spillover** – which is the difference between 1) a 5% state sales tax applied to all taxable goods *except* gasoline, and 2) a 4¾% state sales tax applied to all taxable goods *including* gasoline; essentially, spillover is generated when gasoline prices increase at a faster rate than all other taxable items. Since 2007-08, spillover has generated over \$2.5 billion (roughly \$800 million per year). **Department of Finance estimate for 2010-11 (i.e. before gas tax swap) = \$897 million.**
- **Sales tax on diesel** – which has produced an average of \$350 million per year since 2007-08. **Department of Finance estimate for 2010-11 (i.e. before gas tax swap) = \$313 million.**
- **Sales tax on 9 cents of the excise tax on gasoline** – which produces an average of \$65 million per year. **Department of Finance estimate for 2010-11 (i.e. before gas tax swap) = \$61 million.**
- **Proposition 42** –the sales tax on gasoline remaining after the spillover calculation and above and beyond the sales tax on 9 cents of the gas tax. The PTA historically receives 20% of all such proceeds. This revenue source has generated an annual average of \$1.4 billion, meaning that the PTA has received approximately \$280 million per year. **Department of Finance estimate for 2010-11 (i.e. before gas tax swap) = \$315 million.**

Thus, the Act was designed to protect a total of \$1.586 billion in expected 2010-11 PTA revenues. However, the gas tax swap completely eliminates:

- **Spillover**
- **Sales tax on 9 cents of the excise tax on gasoline**
- **Proposition 42**

Thus, **only the sales tax on diesel remains as one of the four historic revenue sources funding the PTA.**

The legislature did raise the rate of sales tax on diesel, starting in 2011-12, to enhance the remaining revenues available for public transit. The Department of Finance now estimates that, starting in 2011-12, the sales tax on diesel fuel will produce about \$431 million per year, or, about \$118 million a year more than this particular revenue stream was producing before the gas tax swap. Thus, **the Act now protects about \$431 million a year in PTA revenues.**

(The Act also protects the Local Transportation Fund (Transportation Development Act) quarter-percent sales tax and all locally-enacted transit sales taxes from state diversion.)

The gas tax swap also preserves about \$70 million a year for the PTA from State Highway Account revenues that are not prohibited by Article XIX of the California constitution from being spent on transit operations.

The gas tax swap also raised the excise tax on gasoline, to supplant the lost Prop. 42 spending on highways and local streets & roads, and to create new revenue to pay the debt service costs of transportation bonds previously paid by the General Fund.

The Act – by conforming the constitution to historic STA funding law – also changes the way the remaining PTA revenue stream would fund the STA program versus all other PTA priorities, as compared to the recently-enacted gas tax swap. Whereas the Act would have required half (50%) of the four historic revenue sources flowing into the PTA in any given year to be spent on the State Transit Assistance (STA) program – which can fund either transit operations or transit capital projects – and would have required the other half (50%) of these core revenues to be spent on the historic state, regional and local transit purposes usually funded in the budget, such as the Intercity Passenger Rail Program, or transit capital projects in the State Transportation Improvement Program (STIP) and Interregional Transportation Improvement Program (ITIP), and now the Act would only protect and thus spend according to that 50% / 50% allocation scheme the sales tax on diesel fuel, the gas tax swap changed the percentage allocation of the remaining revenue source – the sales tax on diesel fuel – and spends that three-quarters (75%) on the STA program and one-quarter (25%) on the remaining transit purposes, like the IPRP and the STIP/ITIP.

Historically, state law allocated 50% of each of the four major PTA revenue streams to the STA program. That is why the Act conforms to the 50% / 50% split.

Please see **Attachment 1** for a display showing the implications for STA and the other PTA priorities under the gas tax swap vs. under the Act. Here is a summary:

Gas Tax Swap vs. Initiative: Sales Tax on Diesel Fuel Projects Split Between State Transit Assistance and other PTA Priorities

Year	New Plan's Revenue *	Gas Tax Swap		Initiative	
		STA	Other PTA	STA	Other PTA
		75%	25%	50%	50%
2011-12	\$432.00	\$348.00	\$157.00	\$216.00	\$216.00
2012-13	\$447.00	\$348.00	\$172.00	\$223.50	\$223.50
2013-14	\$472.00	\$354.00	\$118.00	\$236.00	\$236.00
2014-15	\$490.00	\$367.50	\$122.50	\$245.00	\$245.00
2015-16	\$559.00	\$419.25	\$139.75	\$279.50	\$279.50
2016-17	\$583.00	\$437.25	\$145.75	\$291.50	\$291.50
2017-18	\$605.00	\$453.75	\$151.25	\$302.50	\$302.50
2018-19	\$630.00	\$472.50	\$157.50	\$315.00	\$315.00
2019-20	\$655.00	\$491.25	\$163.75	\$327.50	\$327.50
2020-21	\$681.00	\$510.75	\$170.25	\$340.50	\$340.50

* In million\$

See **Attachment 2** for the chart prepared by legislative staff on which our data is based.

Here are the **actual STA allocations** from the last 10 years:

<u>Fiscal Year</u>	<u>STA Allocation</u>	<u>Fiscal Year</u>	<u>STA Allocation</u>
2009-10	\$ -	2003-04	\$ 104,439,000
2008-09	\$ 153,117,000	2002-03	\$ 97,928,000
2007-08	\$ 315,320,000	2001-02	\$ 170,910,000
2006-07	\$ 623,568,000	2000-01	\$ 115,822,000
2005-06	\$ 200,616,000	1999-2000	\$ 100,176,000
2004-05	\$ 117,254,000		

Now that the gas tax swap has been enacted, the proponents of the Act – the campaign committee – submitted a memo to the campaign’s legal counsel, Nielsen Merksamer, asking for their opinion on several questions related to the effect of the Act, should it pass, on the gas tax swap statutes.

While I cannot yet share that memo with you, and we may not have the final Nielsen Merksamer product completed by the time of your April 22nd special meeting conference call, I can summarize our questions as follows:

- Would / could passage of the Act repeal the gas tax swap (i.e. thus restoring all four major, historic sources of PTA funding)?
- If not, would / could the Act require the new excise tax on gas revenue to be spent according to the Prop. 42 formula ensconced in the Act (i.e. on highways, local streets & roads, and public transit)?
- Would / could passage of the Act prevent future legislatures from eliminating the sales tax on diesel fuel?
- Would / could passage of the Act repeal the portion of the gas tax swap dedicating some of the new excise tax on gas to pay transportation bond debt service, and if so, is there an alternative for the legislature to accomplish the same goal (i.e. General Fund savings from the new gas tax stream)?

Deciding to Move Forward

The Executive Committee must determine whether to endorse qualification of the Act based on a consideration of at least the following factors:

1. Whether passage of the Act will provide a more secure future state transit funding stream than would simply relying on the good graces of future legislatures and governors to never cut or divert state transit revenue again.
2. To what degree the Act’s reversion to the historic 50% / 50% split for STA and other PTA expenditures – as opposed to the gas tax swap’s 75% STA / 25% other PTA expenditures formula – is a negative that outweighs the positive aspect of more assuredly preserving that smaller STA revenue stream.

3. Whether our continued support garners future political backlash from legislative leaders and / or the governor in a form that outweighs the positive aspect of more assuredly protecting the remaining PTA revenue stream.
4. The importance of better constitutional protection of TDA revenues and / or the advent of first-time-ever / new constitutional protections for all locally-levied transit taxes and assessments compared to any of the negatives discussed above.
5. Whether or not our two original partners, the League of California Cities and the California Alliance for Jobs, and our labor partners, primarily the Teamsters and the Amalgamated Transit Union, are in the effort for the long-haul (i.e. through the election itself) and will participate fully in the campaign.

In order, **here is staff's assessment of these issues:**

1. Without passage of the Act, state transit funding is exactly as vulnerable as it was during the past decade when more than \$5 billion in PTA revenues were diverted from transit, and the STA program was ultimately zeroed out in 2009-10. Specifically, even though we are "down to" only one PTA revenue stream – the sales tax on diesel – that revenue is vulnerable to future diversions. With passage of the Act, it theoretically can not be diverted in the future.
2. Yes, the enhanced sales tax on revenue stream is now projected to produce an STA program – if split 75% / 25% -- larger in all future years than all but one year's actual STA allocation in the past. We know that flexible STA funds are critical to almost all transit operators. However, the *vulnerability* of that state revenue stream is outweighed by the gas tax swap's new 75% / 25% formula. In other words, *protecting* that very revenue stream constitutionally for a variety of transit purposes, including transit capital projects in the STIP and ITIP, seems more important than the short-run benefit of shifting roughly \$140 million a year (on average over the next ten years) from the STA program to the IPR/STIP/ITIP expenditures.

Moreover, even under the Act's 50% / 50% revenue split, the sales tax on diesel revenue stream is projected to produce an average annual STA program over the next ten years (starting in 2011-12) of \$277 million; *that's nearly \$90 million more per year* than the STA program actually received – on average – over the last ten years.

3. How could future decisions by the legislature and governor hurt transit funding more than the actions they took in the last few years? They've proven willing and able to divert billions of dollars from transit, and before this year's gas tax swap they ultimately zeroed out the STA program. They could try to divert TDA funds and / or local option sales taxes for transit – the Act prevents that.
4. If you accept staff's logic in the first three points above, then the protections for TDA and local option sales taxes become simply "icing on the cake." If you don't accept any or all of staff's assertions above, then maybe the added protection for TDA and the new protections for local transit revenues are compelling in and of themselves; in other words, since the TDA produces about \$1.4 billion a year for transit, and the many county sales taxes produce billions more, the Act has the effect of protecting a much larger *local* revenue stream than we ever got out of the *state* anyway.

5. Some indications are that the California Alliance for Jobs (CAJ) board of directors *is* getting squeamish – it's apparent the heavy construction industry is tired of funding efforts to protect Proposition 42; they got a lot from the gas tax swap; and, they are receiving direct and personal pressure from Democratic legislative leaders to back out of full participation in the campaign for the Act, one of whom appeared before the CAJ board recently and urged them to drop support for the Act for the good of California's budget and legislative process.

On the other hand, apparently one CAJ board member responded something like, "What makes you think Californians want you to be able to steal transportation money in the future?!?" In any case, the CAJ board didn't decide – they will schedule a future meeting for that purpose. In the meantime, their commitment is to at least ensure qualification of the Act.

Furthermore, the CAJ executive director has indicated he sees some merits in still passing the Act -- the new gas tax would be protected better than currently. However, he also indicates concern that the Act may restrict the use of the new gas tax revenues so tightly that the General Fund savings recently achieved in the gas tax swap are prohibited if the Act passes; thus, the campaign committee's question to legal counsel relative to bond debt service.

The League of California Cities (LCC) is still excited, and all indications are that local city officials want to move full speed ahead. As a formal matter, the LCC executive director will give his board a chance to vote on the matter the same day as you are meeting via special conference call meeting, April 22nd.

There is another consideration related to our partners: The CAJ would definitely NOT want us to sue to seek repeal of the gas tax swap – they'd oppose us on that, or, if they even thought we were in the Act only for purposes of getting a strong legal basis to overturn the gas tax swap and re-instate Prop. 42 and the spillover, we believe they would pull out of the campaign to pass the Act, and might possibly even work against its passage under those circumstances. In other words, they think we should – IF we all go forward – JUST be in the campaign to lock down the sales tax on diesel fuel for transit (and protect TDA and local sales taxes better).

In the meantime, the Teamsters locals and the ATU locals have slowed down / stopped volunteer signature gathering efforts for the Act; they are weighing whether or not the new gas tax swap deal is "good enough" for them long-term, i.e. as opposed to a speculative run on this Act during which they'd be asked to spend about a million dollars. We are also detecting signals that the Democratic leadership may be putting pressure on the Teamsters / ATU to slow down in their support for the Act.

We will talk with the CAJ and LCC executive directors before you meet on April 22nd to obtain the best sense of where they are, and we are also trying to have a conversation with transit labor about their intentions.

While some of the points in #5 above give us pause, on bulk, staff finds that there are many more compelling reasons – as listed in #1 through #4 above – to move forward with our California Transit Association fully supporting qualification of, and endorsing a robust campaign for, the Local Taxpayer, Public Safety and Transportation Protection Act of 2010.

**Gas Tax Swap vs. Initiative: Sales Tax on Diesel Fuel Projects
Split Between State Transit Assistance and other PTA Priorities**

**Difference for STA:
Initiative vs.
Gas Tax Swap**

Year	Historic Revenue *	New Plan's Revenue **	Gas Tax Swap		Initiative		Difference for STA: Initiative vs. Gas Tax Swap
			Rev Split (A) ***		Rev Split (B)		
			75%	25%	50%	50%	
2011-12	\$672.00	\$432.00	\$348.00	\$157.00	\$216.00	\$216.00	(\$132.00)
2012-13	\$662.00	\$447.00	\$348.00	\$172.00	\$223.50	\$223.50	(\$124.50)
2013-14	\$701.00	\$472.00	\$354.00	\$118.00	\$236.00	\$236.00	(\$118.00)
2014-15	\$736.00	\$490.00	\$367.50	\$122.50	\$245.00	\$245.00	(\$122.50)
2015-16	\$770.00	\$559.00	\$419.25	\$139.75	\$279.50	\$279.50	(\$139.75)
2016-17	\$806.00	\$583.00	\$437.25	\$145.75	\$291.50	\$291.50	(\$145.75)
2017-18	\$843.00	\$605.00	\$453.75	\$151.25	\$302.50	\$302.50	(\$151.25)
2018-19	\$883.00	\$630.00	\$472.50	\$157.50	\$315.00	\$315.00	(\$157.50)
2019-20	\$924.00	\$655.00	\$491.25	\$163.75	\$327.50	\$327.50	(\$163.75)
2020-21	\$967.00	\$681.00	\$510.75	\$170.25	\$340.50	\$340.50	(\$170.25)

average projected STA program under Initiative = \$277.70

* three core PTA revenue (i.e. minus spillover); what PTA would've received if sales tax on gas NOT eliminated (in million\$)

** sales tax on diesel fuel, raised to rate of 6.75% (in million\$); years '11-12 & '12-13 supplemented w/non-Art. XIX \$s

*** in years '11-12 & '12-13, non-Art. XIX \$s also used to grow STA program; non-XIX go to IPR/Caltrans/etc. in all years

Rev Split (A): New statutory split (gas tax swap law) between STA and IPR/Caltrans/CTC/STIP/ITIP/etc.

Rev Split (B): Required split according to Local Taxpayer, Public Safety and Transportation Protection Act of 2010

Actual Allocations to the STA Program -- Past 10 Years

<u>Fiscal Year</u>	<u>State Transit Assistance Program Allocations</u>
2009-10	\$ -
2008-09	\$ 153,117,000
2007-08	\$ 315,320,000
2006-07	\$ 623,568,000
2005-06	\$ 200,616,000
2004-05	\$ 117,254,000
2003-04	\$ 104,439,000
2002-03	\$ 97,928,000
2001-02	\$ 170,910,000
2000-01	\$ 115,822,000
1999-2000	\$ 100,176,000

<u>Average STA Allocations</u>	
\$ 189,897,400	2001 to 2010 --10-yr avg
\$ 199,915,000	2000 to 2009 -- 10-yr avg
\$ 258,524,200	2006 to 2010 -- 5-yr avg
\$ 281,975,000	2005 to 2009 -- 5-yr avg

Double Swap Trailer Bill Calculations (\\$ in millions)

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Base data under current law from DOF												
Total Gasoline Sales Tax	\$ 2,105	\$ 2,531	\$ 2,435	\$ 2,369	\$ 2,525	\$ 2,660	\$ 2,792	\$ 2,930	\$ 3,076	\$ 3,228	\$ 3,388	\$ 3,556
Total Prop 42 part of Gasoline Sales Tax	\$ 1,422	\$ 1,573	\$ 1,465	\$ 1,351	\$ 1,446	\$ 1,539	\$ 1,628	\$ 1,722	\$ 1,821	\$ 1,926	\$ 2,036	\$ 2,152
Total Diesel Sales Tax	\$ 263	\$ 313	\$ 318	\$ 329	\$ 347	\$ 360	\$ 380	\$ 401	\$ 423	\$ 447	\$ 472	\$ 498
Gas Gallons in billions	14,528	14,465	14,545	14,626	14,708	14,790	14,872	14,955	15,038	15,122	15,206	15,291
Diesel Gallons in billions	2,539	2,627	2,690	2,754	2,820	2,887	2,956	3,026	3,099	3,173	3,249	3,326

	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20	2020-21
Double Swap Alternative (lower diesel excise/increase diesel sales tax, eliminate state gas sales tax/increase gas excise, Max GF relief in 2010-11)												
Special Fund Revenues												
New excise tax	\$ 1,866	\$ 2,434	\$ 2,435	\$ 2,369	\$ 2,525	\$ 2,660	\$ 2,792	\$ 2,930	\$ 3,076	\$ 3,228	\$ 3,388	\$ 3,556
Additional Diesel Sales Tax Revenues (at 6.75%)	\$ -	\$ -	\$ 117	\$ 121	\$ 128	\$ 133	\$ 140	\$ 148	\$ 156	\$ 165	\$ 174	\$ 184
Reduced Diesel Excise Tax Revenues	\$ -	\$ -	\$ (118)	\$ (121)	\$ (128)	\$ (133)	\$ (140)	\$ (148)	\$ (156)	\$ (165)	\$ (174)	\$ (184)
Existing non-Article XIX revenues (non add)	\$ -	\$ -	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72	\$ 72
Total Special Fund Revenues (excl non-XIX)	\$ 1,866	\$ 2,434	\$ 2,434	\$ 2,369	\$ 2,525	\$ 2,660	\$ 2,792	\$ 2,930	\$ 3,076	\$ 3,228	\$ 3,388	\$ 3,556
General Fund Revenues												
Delay unitary sharing until 2011	\$ 250	\$ (20)	\$ (20)	\$ (20)	\$ (8)	\$ (2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Limit NOL usage to 68% of income in 2010	\$ 305	\$ (43)	\$ (43)	\$ (52)	\$ (1)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Interaction between unitary sharing and NOL	\$ 100	\$ 56	\$ 56	\$ 25	\$ 7	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total for non-excise revenue	\$ 655	\$ (7)	\$ (7)	\$ (47)	\$ (2)	\$ (2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Grand total including all revenues	\$ 2,521	\$ 2,427	\$ 2,427	\$ 2,322	\$ 2,523	\$ 2,658	\$ 2,792	\$ 2,930	\$ 3,076	\$ 3,228	\$ 3,388	\$ 3,556
Expenditures												
GO debt service for GF relief	\$ 603	\$ 727	\$ 727	\$ 916	\$ 1,033	\$ 1,100	\$ 1,135	\$ 1,158	\$ 1,259	\$ 1,179	\$ 1,188	\$ 1,180
Amount for hwy and roads	\$ 1,263	\$ 1,590	\$ 1,590	\$ 1,332	\$ 1,364	\$ 1,428	\$ 1,517	\$ 1,624	\$ 1,660	\$ 1,884	\$ 2,026	\$ 2,192
Amount for STA local transit operations (a.k.a. STA)	\$ 400	\$ 350	\$ 350	\$ 350	\$ 356	\$ 369	\$ 390	\$ 411	\$ 434	\$ 459	\$ 484	\$ 511
Amount for intercity rail and other Caltrans Ops	\$ 162	\$ 158	\$ 158	\$ 172	\$ 191	\$ 195	\$ 202	\$ 209	\$ 217	\$ 225	\$ 233	\$ 242
Other GF	\$ 655	\$ (7)	\$ (7)	\$ (47)	\$ (2)	\$ (2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Relevant Comparisons												
Amount above (below) revenue-neutral level	\$ (10)	\$ (9)	\$ (9)	\$ (47)	\$ (2)	\$ (2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ (70)
Amount above (below) Gov's GF relief	\$ 655	\$ (7)	\$ (7)	\$ (47)	\$ (2)	\$ (2)	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 597
Amount above Gov's hwy and road funding	\$ 5	\$ 417	\$ 417	\$ 251	\$ 208	\$ 197	\$ 215	\$ 247	\$ 204	\$ 344	\$ 398	\$ 470
Multi-year Totals												

Notes:
 Gasoline: in 2010-11, the excise tax increases by 12.9 cents per gallon and adjusts thereafter to maintain revenue neutrality
 Diesel: in 2011-12, the sales tax rate increases to 6.75 percent, the excise tax falls to 13.6 cents; thereafter, the excise tax adjusts to maintain revenue neutrality