



State Capital Transportation Funding Annual Shortfall

Annual Funding Assumptions

- No major changes to core state or federal budget allocations
- \$100 Million (M) in G.F. G.O. Bonding
- \$25 M in federal discretionary grant programs
- \$15 M in federal August redistribution
- \$3 M in state Highway Fund year-end balances

If these assumptions do not come to pass, the annual shortfall below would increase.

<i>Annual Shortfall</i> (millions of \$)				
Work Group	Adjusted to Current Pricing	Anticipated Annual Funding	\$ Shortfall	% Shortfall
Bridge Projects	\$188	\$120	-\$67	-56%
Paving Projects (including LCP)	\$141	\$120	-\$21	-17%
Safety and Spot Imp. (including Partnerships)	\$61	\$35	-\$26	-74%
Traffic/Mobility/Capacity/ITS Improvements	\$41	\$13	-\$28	-217%
Highway Reconstruction/Rehab	\$118	\$63	-\$55	-87%
Multimodal Improvements	\$91	\$56	-\$35	-63%
Totals	\$640	\$407	-\$232	-57%

- This document was presented to the “blue-ribbon” commission on October 24th of this year. The **-\$232 million (-57%) shortfall** includes recent bonding and several other assumptions.
- **A -\$232 million shortfall as they (the DOT) continue to squirrel away \$79.25 million for a highly controversial connector that many do not support, instead of funding the existing unmet transportation needs of the state.**