

Truck weight fees should be used to fulfill the Cap and Invest Tier 3 and SB 125 commitments (\$5.02B out of \$6.5B available), as demonstrated below (SB 125 balance is rescheduled out to FY 28-29). This chart assumes a \$1.3 billion truck weight fee balance and that all programs are zeroed out and that auction proceeds do not rebound. If there is a balance, programs can be augmented accordingly. AHSC is not included due to SB 417.

	FY 26-27	FY 27-28	FY 28-29	FY 29-30	FY 30-31
SB 125	\$230M	\$230M	\$230M	-	
LCTOP	\$200M	\$200M	\$200M	\$200M	\$200M
TIRCP	\$400M	\$400M	\$400M	\$400M	\$400M
AB 617	\$100M	\$250M	\$250M	\$250M	\$250M
Total	\$930M	\$1.31B	\$1.08M	\$850M	\$850M
Remaining Truck Weight Fees Capacity	\$370M	\$0	\$220M	\$450M	\$450M