

Preliminary Comparison of The Major Funding Proposals (provided by Kouri Consulting)

	SBx1 (Beall) As of 8/25/15	AB 1591 (Frazier) As of 1/6/16	Governor's Proposal As of 1/8/16
Funding			
Gas Excise Tax Increase	12 cents (\$2B)	22.5 cents (\$3.3B)	None
Price-Based Portion Reset (currently at 12 cents)	17.3 cents (\$872 million)	17.3 cents (\$872m)	18 cents (\$500m)*
-CPI Adjustment	Every 3 Years	Every 3 years	Every Year
Diesel Excise Tax Increase	22 cents (\$600m)	30 cents (\$840m)	11 cents (\$500m)
-CPI Adjustment	Every 3 Years	Every 3 Years	Every Year
Vehicle Registration Fee	\$35 (\$1B)	\$38 (\$1.254B)	None
Road Access Fee/Highway User Fee	\$35 (\$1B)	None	\$65 (\$2B)
ZEV-specific Fee	\$100 (\$25m)	\$165 (\$16m)	None
-Total Vehicle Fee Increase	\$70 (\$170 for ZEVs)	\$38 (\$203 for ZEVs)	\$65
Greenhouse Gas Reduction Fund (Cap and Trade)	None	TIRCP** from 10% -20% (\$200m)	TIRCP (\$400m)
		TCIF-20% (\$400m)	Complete Streets (\$100m)
Weight Fees	None	Returned ASAP*** (\$1 billion)	None
General Fund Loan Repayments	\$879 Million Over 3 yrs to RMRA****	\$879 Million Over 2 yrs, directly to locals	\$879 Million By 6/30/19 to various accounts
Caltrans Efficiencies	Up to 30% (\$500m)	None	\$100m
Estimated Total Annual funding Increase*****	~\$6 Billion	~\$7.8 Billion	~\$3.6 billion

* The Governor's proposal does not reset the price-based portion of the excise tax until FY 2017-18.

** Transit and Intercity Rail Capital Program, a competitive grant program administered by the Transportation Agency.

*** The weight fees would be restored (rather than being used for bond debt service payments) or traditional uses including SHOPP, STIP, and LSR.

****The Road Maintenance and Rehabilitation Account, created by SBx1 1.

****rough estimates over a ten year period. Figures may not add up due to rounding.

Expenditures	SBx1 1	AB 1591	Governor's Proposal
Gas Tax Increase	RMRA	RMRA	-
Diesel Excise Tax Increase	10 cents to RMRA, 12 cents to TCIF	All to TCIF	RMRA
CPI Adjustment Revenues	To respective programs	To respective programs	RMRA
Vehicle Fee Increases	RMRA	RMRA	RMRA
Greenhouse Gas Reduction Fund	-	\$200m to rail & transit, \$400m to TCIF	\$400m to rail & transit \$100m to complete streets
General Fund Loan Repayments	RMRA	Cities & Counties	Various Accounts
Total Annual Expenditures			
Road Rehab and Maintenance	\$5.5 Billion	\$5.8 Billion	\$2.9 Billion
Freight Mobility	\$500 million	\$1.2 Billion	\$200 Million
Rail and Transit or Complete Streets	-	\$200 Million	\$500 Million
Expenditure Split State/Local	52%/48%	55%/45%	50%/50%
Accountability & Reforms			
Reporting to the CTC	Both Caltrans and locals	-	Both Caltrans & locals
Local Maintenance of Effort Requirements	Included	Included	Included
CTC Allocation of SHOPP	Required by 2017	Required by 2017	-
State vs. Contract Staff	-	-	80%/20% by 7/2020
CM/GC Project Delivery	-	-	Expands authority for Caltrans from 6 to 12 projects
Public Private Partnerships	-	-	Extends sunset from 2017 to 2027
CEQA Exemption	-	-	Exempts projects in existing right of way in certain circumstances
NEPA Delegation	-	-	Eliminates the sunset
Regional Advance Mitigation Program	-	-	Included