

Attachment C  
Comparison of Transportation Funding and Reform Proposals as of May 11, 2016

	<b>SB 1x1 (Beall) as of April 21, 2016</b>	<b>AB 1591 (Frazier) as of Jan 6, 2016</b>	<b>Governor's Proposal from Jan 8, 2016</b>
<b>Funding</b>			
Gas Excise Tax Increase	12 cents (\$2b)	22.5 cents (\$3.5b)	None
Price-Based Excise Tax Adjustment Reset	17.3 cents (\$900m)	17.3 cents (\$900m)	18 cents (\$900m) <sup>1</sup>
- <i>CPI adjustment applied to entire excise tax</i>	<i>Every 3 years</i>	<i>Every 3 years</i>	<i>Every year</i>
Diesel Excise Tax Increase	22 cents (\$600m)	30 cents (\$800m)	11 cents (\$300m)
- <i>CPI adjustment applied to entire excise tax</i>	<i>Every 3 years</i>	<i>Every 3 years</i>	<i>Every year</i>
Diesel Sales Tax Increase	From 1.75 to 5.25% (\$270m)	None	None
Vehicle Registration Fee Increase	\$35 (\$1b) <sup>2</sup>	\$38 (\$1b)	None
Road Access Fee/Highway User Fee	\$35 (\$1b)	None	\$65 (\$2b)
ZEV-specific Fee	\$100 (\$25m)	\$165 (\$35m)	None
- <i>Total Vehicle Fee Increase</i>	<i>\$70 (\$170 for ZEVs)</i>	<i>\$38 (\$203 for ZEVs)</i>	<i>\$65</i>
Greenhouse Gas Reduction Fund (Cap & Trade)	TIRCP <sup>3</sup> from 10 to 20% (\$200m)	TIRCP from 10% to 20% (\$200m)	TIRCP - \$400m
	LCTOP <sup>4</sup> from 5 to 10% (\$100m)	TCIF – 20% (\$400m)	Complete Streets - \$100m
	Active Transportation - \$100m		
	<i>Debt Service for Prop 1A Bonds</i>		
	<i>Backfill for Diesel Sales Tax</i>		
Weight Fees	Some Returned	Returned immediately <sup>5</sup>	None
General Fund Loan Repayments	By 7/1/16, to RMRA <sup>6</sup>	Over 2 yrs, directly to locals	By 6/30/19, to various accts
Caltrans Efficiencies	Up to 30% (\$300m)	None	\$100m
<b>Estimated Total Annual Funding Increase<sup>7</sup></b>	<b>~ \$6.5 billion</b>	<b>~ \$7 billion</b>	<b>~ \$3.7 billion</b>

<sup>1</sup> The Governor's proposal doesn't reset the price-based excise tax until the 2017-18 fiscal year.

<sup>2</sup> Senator Beall indexes to inflation the Vehicle Registration Fee increase and Road Access Fee.

<sup>3</sup> Transit and Intercity Rail Capital Program, a competitive grant program administered by the Transportation Agency.

<sup>4</sup> Low Carbon Transit Operations Program, a formula funding program for transit operators statewide.

<sup>5</sup> The weight fees would not be transferred from the State Highway Account and instead be available for traditional uses including SHOPP, STIP, and local roads through existing formulas. Therefore they are not included in the Estimated Total Annual Funding Increase, but would result in roughly \$1 billion more funding.

<sup>6</sup> The Road Maintenance and Rehabilitation Account, created in SB 1x1.

<sup>7</sup> Roughly estimated, annualized over ten years. Figures may not add up due to rounding.

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<b>Expenditures</b>			
Gas Excise Tax Increase	RMRA	RMRA	-
Diesel Excise Tax Increase	10 cents to RMRA 12 cents to TCIF	TCIF	RMRA
Diesel Sales Tax Increase	Local transit operations	-	-
CPI Adjustment Revenues	To the respective programs	To the respective programs	RMRA
Vehicle Fee Increases	RMRA	RMRA	RMRA
Greenhouse Gas Reduction Fund (Cap & Trade)	\$300m to rail and transit \$100m to active transportation <i>\$500m for debt service</i>	\$200m to rail and transit \$400m to TCIF	\$400m to rail and transit \$100m to complete streets
General Fund Loan Repayments	RMRA	Cities and Counties	Various accounts
<b>Total Annual Expenditures on:</b>			
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	\$500 million	\$200 million	\$500 million
<b>Expenditure Split Between State/Local Needs</b>	51% state/49% percent local	55% state/45% percent local	50% state/50% percent local
<b>Accountability and Reforms</b>			
Reporting to the Commission	Both Caltrans and the locals report to the Commission on the efficacy of expenditures from the RMRA	-	Both Caltrans and the locals report to the Commission on the efficacy of expenditures from the RMRA
Local Maintenance of Effort Requirements	Included	Included	Included
Commission Allocation of SHOPP Support Costs	Requires by Feb 2017	Requires by Feb 2017	-
COS State Staff vs. Contract Staff	-	-	80%/20% by Jul 2020
CM/GC Project Delivery	-	-	Expands authority for Caltrans from 6 to 12 projects
Public Private Partnerships Project Delivery	Eliminates the sunset	-	Extends sunset from 2017 to 2027
CEQA Exemption	Exempts projects in existing rights of way in certain circumstances	-	Exempts projects in existing rights of way in certain circumstances
NEPA Delegation	Eliminates the sunset	-	Eliminates the sunset
Regional Advance Mitigation Program	Included	-	Included