

**Preliminary Comparison of Three Transportation Funding and Reform Proposals as of March 1, 2016**

	<b>SBX1 1 (Beall) as of Sept. 1, 2015</b>	<b>AB 1591 (Frazier) as of Jan. 6, 2016</b>	<b>Governor's Proposal from Sept. 6, 2015</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>
Vehicle Registration Fee Increase	\$35 (\$1b)	\$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)	None	TIRCP <sup>2</sup> from 10% to 20% (\$200m) TCIF – 20% (\$400m)	TIRCP - \$400m Complete Streets - \$100m
Weight Fees	None	Returned immediately <sup>3</sup>	None
General Fund Loan Repayments	Over 3 yrs, to RMRA <sup>4</sup>	Over 2 yrs, directly to locals <sup>5</sup>	By 6/30/19, to various accts <sup>6</sup>
Caltrans Efficiencies	Up to 30% (\$500m)	None	\$100m
<b>Estimated Total Annual Funding Increase<sup>7</sup></b>	<b>~ \$6 billion</b>	<b>~ \$7 billion</b>	<b>~ \$3.7 billion</b>
<b>Estimated Annual Funding for Local Streets and Roads<sup>8</sup></b>	<b>~\$1.9 billion</b>	<b>~\$2.2 billion</b>	<b>~\$1.0 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> Transit and Intercity Rail Capital Program, a competitive grant program administered by the Transportation Agency.

<sup>3</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>4</sup> The Road Maintenance and Rehabilitation Account, created in SB 1x1.

<sup>5</sup> Through Streets and Highways Code Section 2103 formula. Funds allocated with assumption that local agencies have project "shelf" that can accommodate new funding.

<sup>6</sup> \$132 million highway maintenance, \$265 million for TIRCP, \$334 million for trade corridors, \$148 million for Traffic Congestion Relief Program.

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

<sup>8</sup> Excludes one-time cap and trade revenues for complete streets projects.

	SBX1 1 (Beall) as of Sept. 1, 2015	AB 1591 (Frazier) as of Jan. 6, 2016	Governor's Proposal from Sept. 6, 2015
<b>Expenditures</b>			
Gas Excise Tax Increase	RMRA	RMRA	-
Diesel Excise Tax Increase	10 cents to RMRA 12 cents to TCIF	All to TCIF	RMRA
CPI Adjustment Revenues	To the respective programs	To the respective programs	RMRA
Vehicle Fee Increases	RMRA	RMRA	RMRA
Greenhouse Gas Reduction Fund (Cap & Trade)	-	\$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	-	\$200 million	\$500 million
<b>Expenditure Split Between State/Local Needs</b>	52% state/48% percent local	55% state/45% percent local	50% state/50% percent local <sup>9</sup>
<b>Accountability and Reforms</b>			
Reporting	Both Caltrans and local governments would report to the CA Transportation Commission 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	-	-	Extends sunset from 2017 to 2027
CEQA Exemption	-	-	Exempts projects in existing rights of way in certain circumstances
NEPA Delegation	-	-	Eliminates the sunset
Regional Advance Mitigation Program	-	-	Included

<sup>9</sup> Transit counted toward local agency share.

**Estimates of New Annual County Road Maintenance Funding**  
*Plans with Legislative Language as of March 2016*

County	<b>SBX1 1 (Beall)</b> As of Sept. 1, 2015	<b>AB 1591 (Frazier)</b> As of Jan. 6, 2016	<b>Governor's Plan</b> As of Sept. 6 2015
Alameda	\$ 31,144,700	\$ 35,255,085	\$ 16,409,049
Alpine	\$ 606,976	\$ 687,083	\$ 319,794
Amador	\$ 2,766,893	\$ 3,132,060	\$ 1,457,779
Butte	\$ 9,930,390	\$ 11,240,974	\$ 5,231,974
Calaveras	\$ 4,223,471	\$ 4,780,872	\$ 2,225,198
Colusa	\$ 3,322,160	\$ 3,760,609	\$ 1,750,330
<b>Contra Costa</b>	<b>\$ 23,987,628</b>	<b>\$ 27,153,445</b>	<b>\$ 12,638,239</b>
Del Norte	\$ 1,727,533	\$ 1,955,528	\$ 910,177
El Dorado	\$ 8,891,490	\$ 10,064,963	\$ 4,684,614
Fresno	\$ 30,136,370	\$ 34,113,679	\$ 15,877,795
Glenn	\$ 4,038,469	\$ 4,571,454	\$ 2,127,728
Humboldt	\$ 7,879,119	\$ 8,918,982	\$ 4,151,231
Imperial	\$ 13,599,326	\$ 15,394,124	\$ 7,165,007
Inyo	\$ 4,867,889	\$ 5,510,338	\$ 2,564,720
Kern	\$ 28,572,161	\$ 32,343,030	\$ 15,053,668
Kings	\$ 5,973,933	\$ 6,762,355	\$ 3,147,456
Lake	\$ 4,224,536	\$ 4,782,078	\$ 2,225,760
Lassen	\$ 4,122,335	\$ 4,666,389	\$ 2,171,914
Los Angeles	\$ 181,627,994	\$ 205,598,720	\$ 95,693,413
Madera	\$ 8,659,856	\$ 9,802,759	\$ 4,562,574
Marin	\$ 6,898,695	\$ 7,809,164	\$ 3,634,680
Mariposa	\$ 2,725,452	\$ 3,085,149	\$ 1,435,945
Mendocino	\$ 6,321,066	\$ 7,155,302	\$ 3,330,348
Merced	\$ 11,386,363	\$ 12,889,102	\$ 5,999,075
Modoc	\$ 3,993,241	\$ 4,520,257	\$ 2,103,898
Mono	\$ 2,948,306	\$ 3,337,415	\$ 1,553,359
Monterey	\$ 12,851,174	\$ 14,547,234	\$ 6,770,832
Napa	\$ 4,839,326	\$ 5,478,006	\$ 2,549,671
Nevada	\$ 4,945,097	\$ 5,597,736	\$ 2,605,398
Orange	\$ 62,005,139	\$ 70,188,394	\$ 32,668,331
Placer	\$ 12,809,538	\$ 14,500,103	\$ 6,748,896
Plumas	\$ 3,272,284	\$ 3,704,151	\$ 1,724,052
Riverside	\$ 49,301,308	\$ 55,807,949	\$ 25,975,128
Sacramento	\$ 36,976,427	\$ 41,856,466	\$ 19,481,581
San Benito	\$ 2,777,567	\$ 3,144,142	\$ 1,463,402
San Bernardino	\$ 47,975,460	\$ 54,307,119	\$ 25,276,586
San Diego	\$ 69,451,699	\$ 78,617,729	\$ 36,591,662
San Francisco*	\$ 14,317,343	\$ 16,206,903	\$ 7,543,305
SF (City Portion)	\$ 25,045,605	\$ 28,351,050	\$ 13,195,650
San Joaquin	\$ 19,870,296	\$ 22,492,719	\$ 10,468,961

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<b>County</b>	<b>SBX1 1 (Beall) As of Sept. 1, 2015</b>	<b>AB 1591 (Frazier) As of Jan. 6, 2016</b>	<b>Governor's Plan As of Sept. 6 2015</b>
San Mateo	\$ 16,971,846	\$ 19,211,740	\$ 8,941,870
Santa Barbara	\$ 11,836,384	\$ 13,398,516	\$ 6,236,175
Santa Clara	\$ 37,884,710	\$ 42,884,622	\$ 19,960,124
Santa Cruz	\$ 7,815,516	\$ 8,846,984	\$ 4,117,721
Shasta	\$ 9,175,861	\$ 10,386,865	\$ 4,834,439
Sierra	\$ 1,591,289	\$ 1,801,302	\$ 838,394
Siskiyou	\$ 6,551,475	\$ 7,416,120	\$ 3,451,742
Solano	\$ 10,868,825	\$ 12,303,261	\$ 5,726,402
Sonoma	\$ 16,452,146	\$ 18,623,452	\$ 8,668,058
Stanislaus	\$ 16,044,384	\$ 18,161,874	\$ 8,453,223
Sutter	\$ 4,975,297	\$ 5,631,923	\$ 2,621,310
Tehama	\$ 5,715,085	\$ 6,469,345	\$ 3,011,078
Trinity	\$ 3,053,220	\$ 3,456,175	\$ 1,608,634
Tulare	\$ 19,600,710	\$ 22,187,554	\$ 10,326,926
Tuolumne	\$ 3,974,375	\$ 4,498,901	\$ 2,093,959
Ventura	\$ 19,079,197	\$ 21,597,213	\$ 10,052,159
Yolo	\$ 6,967,994	\$ 7,887,609	\$ 3,671,191
Yuba	\$ 3,972,675	\$ 4,496,977	\$ 2,093,063
<b>TOTAL</b>	<b>\$ 983,545,605</b>	<b>\$ 1,113,351,050</b>	<b>\$ 518,195,650</b>

\*county share only