

Transportation Funding Proposals - Comparison Table			
	SB 1 (Beall)	AB 1 (Frazier)	Governor's Proposal
Funding			
Ongoing Sources	<ul style="list-style-type: none"> <li>*12 cents/gal. tax increase on gas, phased in over 3 years, and establishes swap-based excise tax on gas at 17 cents/gal. (generating approx. \$2.9 billion by year 5; includes end of BOE "true up")</li> <li>*20 cents/gal. tax increase on diesel fuel (generating approx. \$600 million)</li> <li>*Increasing the incremental diesel sales tax to 5.75% (generating approx. \$300 million)</li> <li>*\$38 vehicle registration fee (generating approx. \$1.3 billion)</li> <li>*\$100 zero emission vehicle fee (generating approx. \$13 million)</li> <li>*15% of Cap and Trade revenues (generating approx. \$300 million)</li> <li>*Restoration of truck weight fees (phased in over 5 years) (repurposing approx. \$500 million in year 5)</li> <li>*Miscellaneous transportation revenues (generating approx. \$70 million)</li> </ul>	<ul style="list-style-type: none"> <li>*12 cents/gal. tax increase on gas, and establishes swap-based excise tax on gas at 17 cents/gal. (generating approx. \$2.9 billion annually; includes end of BOE "true up")</li> <li>*20 cents/gal. tax increase on diesel fuel (generating approx. \$600 million)</li> <li>*Tripling of incremental diesel sales tax to 5.25% (generating approx. \$263 million)</li> <li>*\$38 vehicle registration fee (generating approx. \$1.3 billion)</li> <li>*\$165 zero emission vehicle fee (generating approx. \$21 million)</li> <li>*15% of Cap and Trade revenues (generating approx. \$300 million)</li> <li>*Restoration of truck weight fees (phased in over 5 years) (repurposing approx. \$500 million in year 5)</li> <li>*Miscellaneous transportation revenues (generating approx. \$185 million)</li> </ul>	<ul style="list-style-type: none"> <li>*Establishes swap-based excise tax on gas at 21.5 cents/gal. (generating approx. \$1.1 billion annually; includes end of BOE "true up")</li> <li>*11 cents/gal. tax increase on diesel fuel (generating approx. \$425 million)</li> <li>*\$65 road improvement charge (generating approx. \$2.1 billion)</li> <li>*\$400 million in Cap and Trade revenues</li> <li>*Caltrans efficiencies (generating approx. \$185 million)</li> </ul>
One-Time Sources	*\$706 million in loan repayment	*\$706 million in loan repayment	*\$706 million in loan repayment
Estimated Annual Funding Increase	Approx. \$6 billion/year	Approx. \$6 billion/year	Approx. \$4.2 billion/year
Expenditures			
Transit and Intercity Rail	<ul style="list-style-type: none"> <li>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</li> <li>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</li> <li>*\$263 million in Additional State Transit Assistance Program Revenues - STA Recipients</li> <li>*\$37 million in Additional State Transit Assistance Program Revenues - Intercity/Commuter Rail</li> </ul>	<ul style="list-style-type: none"> <li>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</li> <li>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</li> <li>*\$263 million in Additional State Transit Assistance Program Revenues - STA Recipients</li> </ul>	<ul style="list-style-type: none"> <li>*\$400 million in Cap and Trade Revenues – TIRCP</li> <li>*\$256 million in Loan Repayment – TIRCP (One-Time)</li> </ul>
Price-Based Revenues	\$1.1 billion/year allocated by 44%-44%-12% formula (\$480 million in new STIP)	\$1.1 billion/year allocated by 44%-44%-12% formula (\$480 million in new STIP)	\$1.1 billion/year allocated by unknown formula
Self-Help Incentives	\$200 million/year to counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (from new gas excise tax)	\$200 million/year to counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (from new gas excise tax)	N/A
Distribution of Remaining New Gas Excise Tax	<ul style="list-style-type: none"> <li>*50% for maintenance of state highway system</li> <li>*50% for maintenance of local streets &amp; roads</li> </ul>	<ul style="list-style-type: none"> <li>*50% for maintenance of state highway system</li> <li>*50% for maintenance of local streets &amp; roads</li> </ul>	N/A
Goods Movement	\$600 million/year to Trade Corridor Improvement Fund (from diesel excise tax)	\$600 million/year to Trade Corridor Improvement Fund (from diesel excise tax)	\$250 million/year
Active Transportation	\$80 million/year and up to an additional \$70 million/year derived from Caltrans efficiencies	\$80 million/year and up to an additional \$70 million/year derived from Caltrans efficiencies	\$100 million/year
Weight Fees	\$500 million/year allocated by 44%-44%-12% formula (\$220 million in new STIP)	\$500 million/year allocated by 44%-44%-12% formula (\$220 million in new STIP)	N/A

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Inflation Adjustment	Excise tax, sales tax and fees adjusted annually	Excise tax, sales tax and fees adjusted annually	Excise tax adjusted annually
Other			
Local Streets and Road Fund Flexibility	"Other transportation priorities" allowed if PCI exceeds 80	"Other transportation priorities" allowed if PCI exceeds 80	N/A
CalTrans Accountability	Require Caltrans to identify savings up to \$70,000,000	Require Caltrans to identify savings up to \$70,000,000	Require Caltrans to identify savings up to \$100,000,000
Local Streets and Road Fund Accountability	CTC develops performance criteria	CTC develops performance criteria	N/A
Transit Accountability	Requires transit agencies to submit proposed project lists to Caltrans and Controller to apportion new STA Program funds to only those agencies reporting	Requires transit agencies to submit proposed project lists to Caltrans and Controller to apportion new STA Program funds to only those agencies reporting	N/A
Complete Streets	Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by January 1, 2018	Requires Caltrans to update the Highway Design Manual to Incorporate the "Complete Streets" design concept by July 1, 2017	N/A
Public-Private Partnerships /Alternative Procurement	N/A	N/A	*Extends the statutory authority for public-private partnerships for new transportation projects by 10 years, until 2027 *Authorizes a pilot project for job order contracting
CEQA Streamlining and Advanced Mitigation	*Exempts indefinitely a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA, if the project or activity is carried out by a city or county with a population of less than 100,000 persons *Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects in exchange for streamlined project approvals from federal and state resources agencies *Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)	*Exempts indefinitely a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA, if the project or activity is carried out by a city or county with a population of less than 100,000 persons *Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects in exchange for streamlined project approvals from federal and state resources agencies *Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)	*Exempts a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway from CEQA *Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects *Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)
CTC Independence/Authority	Establishes CTC as an independent agency	Establishes CTC as an independent agency	Expands the CTC's oversight to cover each phase of project delivery