TRANSPORTATION FUNDING IN CALIFORNIA 2019

California Department of Transportation | Division of Transportation Planning | Transportation Economics Branch

Disclaimer

This guide provides an overview of transportation funding sources and apportionments to entities and programs. The information stated in this document should not be used for accounting purposes, as some figures are drawn from sources with varying accounting practices. Any stated financial figures are subject to change. The latest version of this document can be viewed online at **https://dot.ca.gov/programs/transportation-planning/economics-data-management/transportation-economics/transportation-funding-in-ca**

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Division of Transportation Planning | Office of Transportation Economics


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AN OVERVIEW OF THE TRANSPORTATION SYSTEM

California's transportation network consists of streets, highways, railways, airports, seaports, bicycle routes, and pedestrian pathways. This network provides people and businesses the ability to access destinations and move goods, services, and information throughout the State. Construction, operation, and maintenance responsibilities are shared amongst State, regional, tribal and local governments. Moreover, funding for these activities comes from federal, State, and local taxes, fees and assessments, private investments and tribal investments. This collaborative effort results in a well-integrated transportation network that provides mobility for 40 million people, while helping California sustain its position as the world's fifth largest economy.

The State Highway System and Local Roadways and Streets

Over 27 million licensed drivers in California travel hundreds of billions of miles, annually, on public roads throughout the State. The California Department of Transportation (Caltrans) is responsible for approximately 51,280 lane miles of interstate freeways and State routes known as the State Highway System (SHS). Caltrans also inspects hundreds of public and special use airports and heliports (Chart 17) and maintains over 13,000 State bridges (Chart 19).

Metropolitan planning organizations (MPOs) and regional transportation planning agencies (RTPAs) are responsible for planning, coordinating, and financing local transportation projects. Regional agencies and local governments operate and maintain approximately 328,000 lane miles of public roads and streets.

Public Transit

Over 400 transit operators serve more than 1.3 billion passenger trips (2017) in California annually. These operators provide services such as fixed-route buses, dial-a-ride programs, local and express commuter services, ferry, and paratransit. Local governments, regional agencies, tribal governments, and federal and State agencies operate or finance public bus or rail services (Charts 12 and 13). Commuter rail services such as Metrolink, Caltrain, and heavy rail systems like BART operate in large urban areas, servicing daily commuters and inter-regional travelers. In addition, local and regional transit agencies operate six light rail systems, providing regional service for daily commuters. Caltrans funds three intercity routes—the Pacific Surfliner, the San Joaquin, and the Capitol Corridor. These three routes are managed by local joint power authorities.

California Roadways

	SHS	Local
Lane-Miles	51,280	328,000
Total Annual Vehicle Miles of Travel (billion)	187	156
Percent Annual Vehicle Miles of Travel	55%	45%

2017 California Public Road Data, Statistical Information derived from the Highway Performance Monitoring System (HPMS)

Other Modal Services

State, regional, local, tribal, and private entities operate and maintain airports, seaports, railways, ferry terminals, bicycle routes, and pedestrian pathways. These modes provide Californians options to travel long or short distances. California's economy relies on the network to move people and goods through the air, water, rail, or roadway. In 2018, the State was ranked the fifth largest economy in the world, exporting $178 billion (11 percent of the U.S. share) and importing $441 billion (17 percent of the U.S. share) of goods.

THE TRANSPORTATION SYSTEM'S DECISION MAKERS

Federal, State, regional, local, and tribal local government entities guide and fund the transportation network through coordination, planning, construction, operation, and maintenance activities.

Federal Level

The President and Congress enhance the nation's transportation network by creating national policies and allocating funds to states. This effort is carried forward through the Fixing America's Surface Transportation (FAST) Act (2015) authorization and various funding programs such as the Better Utilizing Investments to Leverage Development (BUILD) (formerly known as the Transportation Investment Generating Economic Recovery (TIGER)), the Infrastructure for Rebuilding America (INFRA) (formerly known as the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE)), and the Surface Transportation Block Grant Program (formerly known as the Transportation Alternatives Program). The FAST Act is set to expire on September 30, 2020. The United States Department of Transportation (U.S. DOT) implements and enforces regulations and allocates funds to state, regional, tribal, and local agencies. The U.S. DOT is comprised of agencies that are responsible for specific transportation themes such as highways, transit, aviation, safety, and other emphasis areas. Caltrans partners with the Federal Highway Administration (FHWA), the Federal Transit Administration (FTA), the Federal Railroad Administration (FRA), and other federal agencies.

State Level

At the State level, transportation is a coordinated effort amongst the California State Legislature, California State Transportation Agency (CalSTA), California Transportation Commission (CTC), and Caltrans.

California State Legislature

The Legislature signifies its transportation initiatives and spending priorities by establishing policies and financial resources through State statutes such as the Revenue and Taxation Code, the Streets and Highways Code, and the Government Code. The Governor and Legislature appropriate funds for the transportation network through the annual budget. The Legislature has the authority to designate transportation resources statutorily. For more information visit: **http://leginfo.legislature.ca.gov**.

California State Transportation Agency

CalSTA's mission is to "develop and coordinate the policies and programs of the State's transportation entities to achieve the State's mobility, safety and air quality objectives from its transportation system." CalSTA oversees the Board of Pilot Commissioners, California Highway Patrol, CTC, Caltrans, Department of Motor Vehicles, New Motor Vehicle Board, High-Speed Rail Authority, and the Office of Traffic Safety. For more information visit: **www.calsta.ca.gov**.

California Transportation Commission

CTC consists of 11 appointed voting members and two non-voting ex-officio members. The Governor appoints nine members, and the Senate Rules Committee and the Speaker of the Assembly each appoint one member. CTC's responsibilities include 1) programing and allocating State and federal funds for the construction of various modes such as highway, passenger rail and transit improvements throughout California, 2) advising and assisting the Secretary of Transportation and the California State Legislature regarding policies, plans, and programs pertaining to transportation, and 3) aiding in the development of State and federal legislation and adopting policies to implement enacted laws. For more information visit: **www.catc.ca.gov**.

Caltrans

Caltrans plans, designs, constructs, and maintains the SHS to account for motor vehicles, transit and active transportation modes. This effort involves nominating interregional capital improvement projects to the CTC for construction. Caltrans also collaborates and partners with public and private entities such as the federal, State, regional, tribal governments, and Amtrak to advance the transportation network. For more information visit: **www.dot.ca.gov**.

■ Tribal Governments

There are 109 federally recognized tribes, and many non-recognized tribes, located within the State that have transportation needs. Tribal governments establish plans and policies that are used to prioritize projects through tribal transportation improvement plans, making them eligible for federal funding (Chart 24). Tribes often leverage funding by collaborating with the State, regional, or local planning agencies on projects of mutual interest through their planning processes, and long-range transportation planning documents.

■ Regional Level

The MPOs, RTPAs, and local governments maintain public streets and roads and allocate resources to the SHS. These entities collaborate with federal and State agencies to meet transportation mandates and implement the objectives of policymakers on behalf of the public.

Metropolitan and Regional Planning Organizations

Under federal law (Title 23 United States Code Section 134), there are 18 MPOs in California with populations greater than 50,000 people. In addition, California has designated 26 RTPAs with populations less than 50,000 people (CA Government Code Section 29532 et. seq.). These regional agencies are responsible for planning, coordinating, and administering federal, State, and local funds that enhance their region's multimodal transportation network. Each agency is responsible for developing an overall work program (an annual document), a regional transportation plan (a 20-year planning and programming document), and a regional transportation improvement program (a 5-year financial document) that is included in Caltrans' State Transportation Improvement Program. For more information visit: **https://dot.ca.gov/programs/transportation-planning/regional-planning/federal-state-planning-program**.

Local Government Level

California has 482 incorporated cities and 58 counties; each local government has authority over its roads, streets, and land-uses within its jurisdictional boundary. Local governments and transit operators nominate transportation projects for funding to their metropolitan or regional transportation planning organizations. County transportation authorities are responsible for developing expenditure plans for self-imposed, voter-approved, local sales tax measures.


Caltrans
DEPARTMENT OF TRANSPORTATION

TRANSPORTATION FUNDING SOURCES

California's transportation network receives funding from federal, State, local, and tribal governments, and private revenue sources (Chart 1). Federal, State, and local revenues are collected through: 1) user fees and taxes, 2) property access charges, and 3) subsidies. Regional and local governments provide half of California's transportation funding, whereas, the federal and State governments each provide roughly a quarter of the remaining amount. Caltrans' Division of Budgets reports that the State's motor vehicle fees and taxes, alone, will generate approximately $17 billion in transportation revenues for Fiscal Year (FY) 2019-20 (Chart F, 2019-20 California Transportation Financing Package). The passage of the Road Repair and Accountability Act (2017), also known as California Senate Bill (SB) 1, is expected to provide California over $5 billion in additional funding annually by increasing motor (gasoline and diesel) fuel tax rates and creating new fee mechanisms. SB 1 will adjust for inflation starting in 2020.

Transportation Funding Sources

User Taxes and Fees	» Federal and State gasoline or diesel taxes » Vehicle weight fees (debt service) » Tolls » Public transit fare
Property Related Charges	» Property taxes » Benefit assessment districts » Developer fees
Subsidies	» Sales taxes » General Funds provided by federal, State, and local governments » Externalized Costs

Source: The Santa Clara Valley Transportation Authority: Introduction to Transportation Funding

■ Federal Funds

Federal Fuel Excise Tax

The Internal Revenue Service collects this tax—18.4¢/gallon gasoline and 24.4¢/gallon diesel fuel—and deposits it into the Highway Trust Fund (HTF).

- Approximately 85 percent of the HTF account goes into the Highway Account. FHWA appropriates funding to each state for specific purposes (Chart 22).
- The remaining 15 percent of the HTF account goes into the Transit Account. The FTA allocates this funding to regional agencies and local transit providers in each state for specific transit purposes (Chart 23).
- California receives most of its federal tax contributions through the Federal Obligation Authority (OA).

For more information visit: **www.fhwa.dot.gov/policy/olsp/fundingfederalaid**.

State Funds

State Fuel Excise Tax

Effective July 1, 2019, California collects 47.3¢/gallon excise tax on gasoline and 36¢/gallon on diesel fuel—generating approximately $8.5 billion for FY 2019-20. State Fuel Excise Tax revenues (Chart 2) are shared between the State Highway Account (SHA) and the Road Maintenance & Rehabilitation Account (RMRA), and local entities, according to a statutory formula (Chart 4), while also backfilling the truck weight fee revenue.

Under Article XIX of the California Constitution, revenues raised from taxes and fees must be spent on transportation improvement efforts. In addition, SB 1 mandates implementation of cost savings and accountability practices such as streamlining the environmental process, identifying specific performance measures, and improving transportation investment reporting accuracy.

The excise tax on gasoline is comprised of two taxes:

- The State's base excise tax was raised by 12¢/gallon, fixing this rate at 30¢/gallon until 2020, as outlined by SB 1. Thereafter, this rate will be adjusted annually for inflation. Of the total 30¢/gallon, 18¢ is split as follows: cities and counties receive approximately 36 percent of this revenue, while the remaining 64 percent goes to the SHA. The remaining 12¢ is deposited directly into the RMRA (Chart 2).
- The incremental excise tax (formerly known as the price-based excise tax) is fixed at 17.3¢/gallon, as of July 1, 2019, and will be annually adjusted for inflation starting on July 1, 2020. This revenue is first used to backfill weight fees. Any remaining funds are allocated among local roadways (44 percent), new construction projects (STIP, 44 percent), and highway maintenance and rehabilitation (SHOPP, 12 percent).

The State's diesel excise tax was raised by 20¢/gallon with the passage of SB 1, fixing this rate at 36¢/gallon. The diesel sales tax increased by 4 percent. The rates adjust for inflation beginning on July 1, 2020 (Chart 3).

The State also collects excise taxes on general aviation and aircraft jet fuel (Chart 17).

Vehicle Taxes and Fees

SB 1 created two new transportation funding mechanisms—the transportation improvement fee and the zero-emission vehicle registration fee:

- The Transportation Improvement Fee (TIF) charges vehicle owners an annual fee based on the current market value of a vehicle—ranging from $25 to $175—at the same time vehicle registration fees are due. This fee is used to fund transportation related purposes and will be adjusted annually for inflation beginning on January 1, 2020 (Chart 3).
- The Zero-Emission Vehicle Registration Fee, effective July 1, 2020, charges electric vehicle owners an annual flat $100 fee that will be adjusted for inflation starting on January 1, 2021. Fees will be transferred to the RMRA for various transportation related purposes (Chart 3).

State Sales Tax

The California Department of Tax and Fee Administration (formerly the California Board of Equalization) collects state sales taxes on gasoline, aircraft jet, and diesel fuels. A bulk of the sales tax on gasoline was eliminated on July 1, 2010, but a collection of 2.25 percent remains. Revenues generated from the sales tax on gasoline are allocated for non-transportation related purposes.
A sales tax rate of 7.25 percent applies to aircraft jet fuels and is utilized for aviation and airport needs.
The state sales tax on diesel fuel is 13 percent and allocated for public transportation and transit purposes. About 10.5 percent of these tax revenues[1] apply to public transportation funding, which is specifically apportioned out for the following purposes (Chart 7):

- 4.75 percent base sales tax is given to the State and local transit agencies through the Public Transportation Account (PTA) for State Transit Assistance (STA). This account provides revenue for State and local transit purposes as outlined in the Transportation Development Act (TDA).
- 0.5 percent (SB 1 created) is dedicated to the State Rail Assistance Program. This program provides funding to intercity and commuter rail agencies for operation and capital purposes.

1 *www.cdtfa.ca.gov/formspubs/l504.pdf*

- 5.25 (1.75 percent incremental sales tax and 3.5 percent SB 1 sales tax increase) percent is dedicated to the STA program for local transit operation and capital purposes.

Truck Weight Fees

The State collects commercial vehicle fees based on weight, generating approximately $1.2 billion a year. The California Department of Motor Vehicles (DMV) calculates weight fees based on the gross weight of commercial vehicles. These fees are deposited into the SHA and then transferred to the Transportation Debt Service Fund to pay for transportation bond debt (Chart 6).

Proposition 1B Bonds

The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) authorized the State to sell $19.9 billion in general obligation bonds for transportation projects. This Act provides California funding for congestion relief, goods movement facilitation, air quality improvement, and safety and security enhancements to improve the transportation network (Chart 9).

Motor Vehicle License and Other Fees

The State collects vehicle license, registration, and driver license fees. These revenues are allocated to the California Highway Patrol (CHP) and DMV for traffic law enforcement and regulations (Chart 21). For more information on California's transportation funding structure visit: **https://catc.ca.gov/reports-resources/annual-reports**.

Local and Other Funds

Various local funding sources provide additional revenues for numerous transportation purposes.

Local Sales Tax Measures (Self-Help Counties)

Counties can adopt a sales tax increase for transportation programs. The passage of a local sales tax measure requires 2/3 of local voter approval, generally lasting 20 to 30 years (Chart 11).

- Twenty-five counties have implemented sales tax measures for their transportation needs
  - » New transportation initiative that went into effect in 2019: San Benito's Measure G
- Four transit authorities have approved permanent local tax measures

TDA of 1971

This act is funded by the Local Transportation Fund (LTF) and the STA fund. Revenues for the LTF are generated from a 0.25 percent general statewide sales tax for local transportation purposes. STA funds are derived from the statewide sales tax on diesel fuel (Charts 7 and 8).

Transit Fares

Provided approximately $1.8 billion[2] (2016) for local transit systems in California.

Local General Funds and Other Local Funds

Includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures (Chart 10).

California Senate Bill 1 — The Road Repair and Accountability Act of 2017

As mentioned, in addition to the excise tax increases (Chart 2), the Legislature created two new fees that generate additional revenues for California's transportation system (Chart 3). The first of which is the Transportation Improvement Fee that became effective January 1, 2018. This additional registration fee ranges from $25 to $175 and is based on a vehicle's market value (Chart 3). The second fee is the Road Improvement Fee, which requires zero-emission vehicle owners to pay $100 annually per vehicle beginning with the 2020 model year (Chart 3).

Aside from established transportation revenue mechanisms, current practices may need to be revised in the future because of emerging innovations such as alternative energy vehicles. As more people turn to electric vehicles, fuel tax revenues will decrease over time and impact the transportation network.

2 https://bythenumbers.sco.ca.gov/Raw-Data/Transit-Operators-Raw-Data-for-Fiscal-Years-2003-2/ez7u-5dub


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POTENTIAL IMPACTS OF AUTONOMOUS VEHICLES

The California Department of Motor Vehicles (DMV) issued its first permit, in October of 2018, allowing manufacturing companies to test autonomous vehicle (AV) technology — driverless, non-connected, vehicles — on public roads. Although there is uncertainty as to when AVs will become prevalent on roadways, researchers expect households to adopt AVs over time. AVs are distinctly categorized: Level 0 — no automation, Level 1 — driver assistance, Level 2 — partial automation, Level 3 — conditional automation, Level 4 — high automation, and level 5 — full automation.[3] Society and individuals can expect a variety of benefits and costs because of AV innovation. The adoption of connected AV (CAV) and shared AV (SAV) technology may benefit society and consumers but may also reduce transportation revenue in the future.

■ Societal Impact

CAVs are estimated to yield roughly $3,800 in industrywide economic benefits per capita as this technology becomes widely adopted by consumers at a high level of autonomy.[4] Business impacts will differ amongst industries because of this technological innovation; CAVs could potentially change the demand for insurance, personal transportation, auto repair, medical care, infrastructure construction, law enforcement, and attorneys because vehicle collision and fatalities are likely to decrease. Freight transportation, land development, automotive, electronics and software technology, digital media, and other related transportation industries are likely to benefit because of an increase in demand for goods and services, while improving productivity and efficiency.

■ User Impacts

Individuals adopting CAV technology may benefit from a reduction of medical, repair, and insurance costs due to a decrease in crashes. CAVs may also increase productivity by way of hands-free driving and reduced congestion through the platooning of vehicles.[5] Costs for CAV technology could range from $5,000 to $150,000 per vehicle when the technology becomes available for purchase.[6] The purchase price of CAVs will vary depending on market penetration, consumer adoption, and production costs. There is uncertainty as to how transportation behavioral patterns will change because of CAVs, such as the impact to vehicle miles traveled, parking spaces, or shared mobility.

3 https://www.nhtsa.gov/sites/nhtsa.dot.gov/files/documents/13069a-ads2.0_090617_v9a_tag.pdf

4 https://journals.sagepub.com/doi/pdf/10.3141/2606-14

5 Ibid

6 https://www.reuters.com/article/us-autos-delphi/self-driving-costs-could-drop-90-percent-by-2025-delphi-ceo-says-idUSKBN1DY2AC

Vehicle Operation Cost Comparison Between Shared AVs and Personal Combustible Engine Vehicles

Researchers believe individuals could share AVs with others in the future. The average cost for individuals to use an on-demand shared electric autonomous vehicle (SAV) is expected to be $0.35 per mile by the early 2020s.[7] This estimate includes the cost of tires, registration, taxes and fees, maintenance and repair, insurance, financing, parking, fuel, and depreciation. In comparison, the operation cost for a personal combustible engine vehicle is $0.70 (2016) per mile.[8] A comparative vehicle operation cost estimate between combustible engine vehicles and on-demand electric SAVs was conducted based on the following assumptions:

- An individual will annually travel 13,500 miles[9] over 12 years[10] using an electric SAV or owning a combustible engine vehicle
- The combustible engine vehicle operation cost per mile was escalated from $0.70 (2016) to $0.76 using an annual escalation rate of 1.96 percent[11] to reflect 2020 dollars for comparative purposes

After 12 years, the collective savings for an individual using an electric SAV over a personal combustible engine vehicle is roughly $66,000 based on the present value cost (PVC) in 2020.

Potential Revenue Change

The integration of AVs, CAVs, SAVs, and electric vehicles (EVs) are expected to be intertwined in the future. With EV and potential SAV use expected to grow due to further technological innovations, government revenue mechanisms may need to be restructured. A tax on motor fuels may not produce enough revenues to maintain California's transportation system. One possible solution is a road charge.

7 https://ark-invest.com/research/autonomous-taxis-cheaper-walking#fnref-14402-1

8 https://ark-invest.com/research/autonomous-taxis-cheaper-walking#fnref-14402-1

https://www.investmentbank.barclays.com/content/dam/barclaysmicrosites/ibpublic/documents/investment-bank/global-insights/barclays-disruptive-mobility-pdf-120115-459kb.pdf

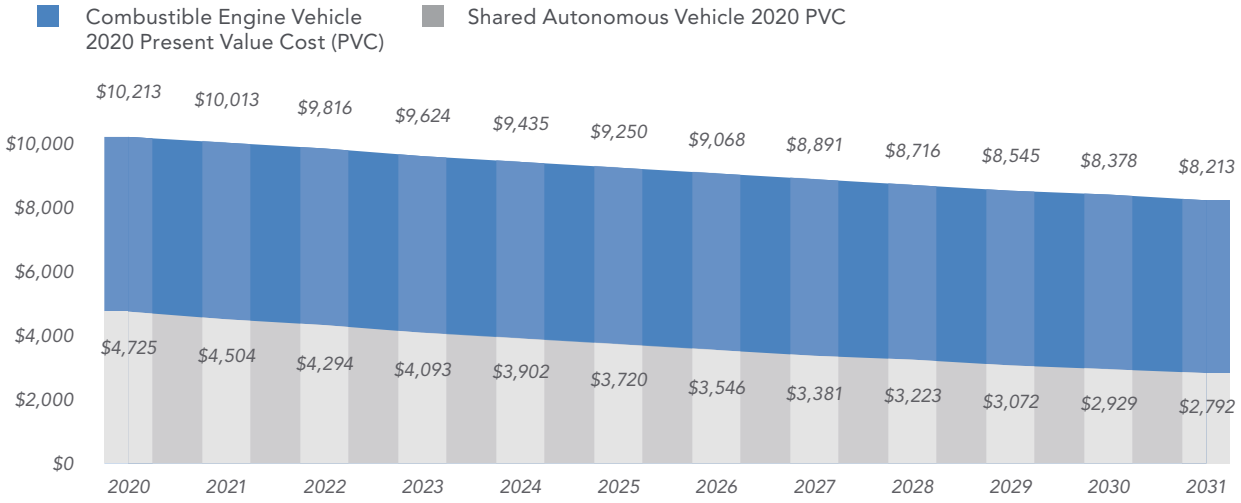
https://www.itsknowledgeresources.its.dot.gov/ITS/benecost.nsf/0/52ADA2FFAC6EC4B4852582F00067A4E3?OpenDocument

9 https://www.fhwa.dot.gov/ohim/onh00/bar8.htm

10 https://news.ihsmarkit.com/prviewer/release_only/slug/automotive-vehicles-getting-older-average-age-light-cars-and-trucks-us-rises-again-201

11 CA State Treasurer – Nominal and Real Annual Returns on the Pooled Money Investment Account (PMIA): review of inflation measured by CA CPI for last 10 years.

Estimated Yearly Costs for SAVs vs. Personal Combustible Engine Vehicles



California Road Charge Pilot Program

As required by Senate Bill (SB) 1077 (DeSaulnier, 2014), the State assessed the potential for mileage-based revenue collection, as an alternative to the motor fuel tax system, to preserve and maintain road and highway infrastructure. A strategy such as a road charge may be necessary given the expected reduction in fuel excise revenue as vehicles become more fuel efficient.

The CTC assembled a 15-member Road Charge Technical Advisory Committee (TAC) to develop recommendations for the design of a Road Charge Pilot Program. This nine-month pilot had more than 5,000 vehicles participate and recorded over 37 million miles driven, through six different reporting methods (manual to high technology options). In December of 2017, California State Transportation Agency (CalSTA) submitted its findings from this effort to the Legislature, the CTC, and the TAC. This effort proved that a road charge revenue mechanism can be functional, but further research is needed to determine if it can be implemented given ever-changing technology, innovation, and adoption feasibility. For additional information on the pilot program and ongoing research efforts, visit: **https://dot.ca.gov/programs/road-charge/faqs**.

FEDERAL AND STATE TRANSPORTATION PROGRAMMING

Federal and State governments allocate revenue by programming funds for policy initiatives.

Federal Programming

Congress authorizes the federal government to spend its transportation revenue on programs that support public policy interests for a given amount of time—typically a five- to six-year period. An authorization sets the maximum amount of funding that can be appropriated to such programs each fiscal year (FY). Congress reviews appropriation bills to allocate funding for all federal agencies, departments, and programs annually, providing the legal authority for federal agencies to spend money during the upcoming FY on administered programs. The federal government can only allocate up to the maximum amount identified in the authorization for the upcoming year. FHWA and FTA are the main recipients of federal transportation funding; funds are allocated to each state based on various program requirements.

Current Federal Authorization: Fixing America's Surface Transportation (FAST) Act

President Barack Obama signed into law the FAST Act on December 4, 2015, allocating $305 billion for transportation purposes over a five-year span (Federal FY 2016-2020). The FAST Act focuses on improving the nation's surface transportation infrastructure and enhancing the safety of this network. In addition, the passage of the FAST Act resulted in several changes to programs that FHWA and FTA administer (Charts 22 and 23).
For additional information visit:
https://www.transportation.gov/fastact/.

State Programming

Similar to federal programming, the Legislature dictates how State revenues are spent on the transportation network. The Legislature appropriates State funding for specific purposes each year.

State Transportation Improvement Program (STIP):

The STIP funds new construction projects that add capacity to the transportation network. STIP consists of two components, Caltrans' Interregional Transportation Improvement Program (ITIP) and regional transportation planning agencies' Regional Transportation Improvement Program (RTIP). STIP funding is a mix of State, federal, and local taxes and fees (Chart 5).

State Highway Operation and Protection Program (SHOPP)

This program provides funds for pavement rehabilitation, operation, and safety improvements on State highways and bridges.

Local Assistance Program

Caltrans administers more than $2.8 billion annually in federal and State funding to over 600 cities, counties, and regional agencies. The program provides entities with the opportunity to improve their transportation infrastructure or provide additional services.

Public Transportation Account (PTA) according to Transportation Development Act (TDA)

The PTA primarily supports the STA, intercity rail, and transit capital improvements. The STA program disburses funding to transportation entities based on a formula that is dependent on an area's population and transit operator revenues. These entities then redistribute funding to transit operators within their region for purposes such as operating assistance, capital acquisition and improvement, and transit services (Chart 8).

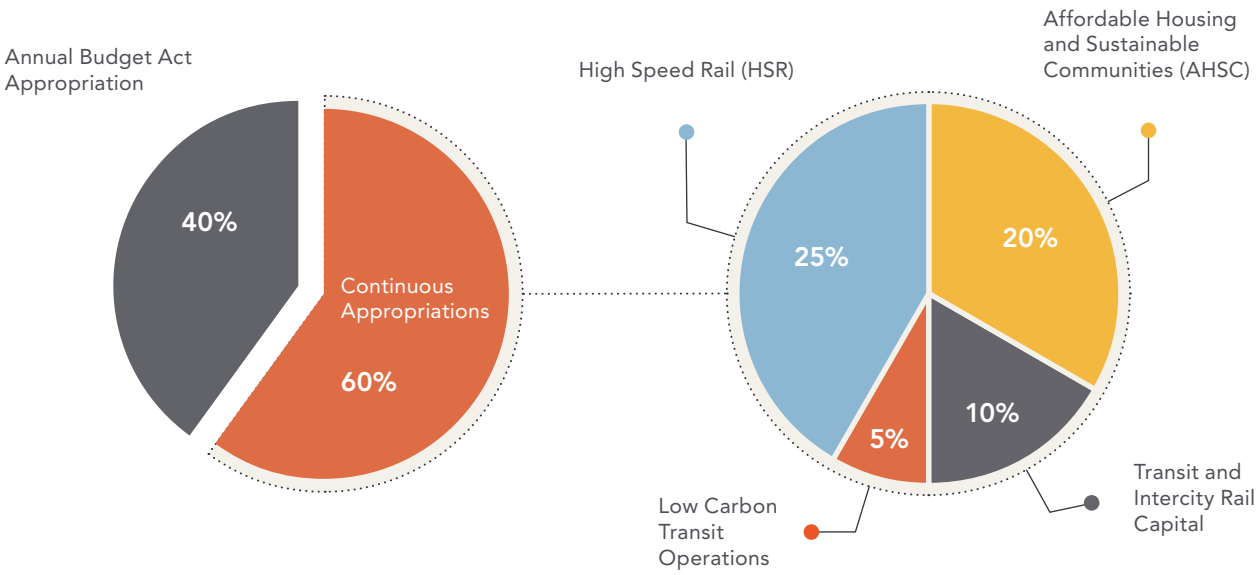
Proposition 1B: Transportation Bonds

As mentioned previously, Proposition 1B projects focus on improving State highways and local roads, transit networks, passenger rail, freight mobility, and air quality. In partnership with the CTC, Caltrans is responsible for administering most of the Proposition 1B funds. Roughly 90 percent of Proposition 1B projects are complete or under construction. Proposition 1B funds are used for the following purposes: SHOPP, Trade Corridors Improvement Fund program, State Route 99, intercity passenger rail, local transit, and seismic retrofitting of local bridges and overpasses (Chart 9). For more information visit: **www.bondaccountability.dot.ca.gov/bondacc**.

Cap-and-Trade

Assembly Bill (AB) 32 (Pavley and Nunez, 2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. The California Air Resources Board (ARB) adopted "cap-and-trade" to meet this goal. This market mechanism policy places a "cap" on entities responsible for 85 percent of the State's GHG emissions. As part of the cap-and-trade program, ARB conducts quarterly auctions and sells emission allowances that generate billions of dollars in State revenue over multiple years. Proceeds from these auctions are deposited into the Greenhouse Gas Reduction Fund.

SB 862: Cap-and-Trade Revenue Allocation



Source: CA Air Resources Board (2017). CA Climate Investments Using Cap-and-Trade Auction Proceeds.

SB 862 (Pavley, 2014) appropriates revenue from the Greenhouse Gas Reduction Fund for three purposes. One of the purposes tied to transportation is the Sustainable Communities and Clean Transportation investment category. This appropriation dedicates 60 percent of cap-and-trade revenue as continuous appropriations for High Speed Rail (HSR) (Chart 15), Affordable Housing and Sustainable Communities, Transit and Intercity Rail Capital Program, and Low Carbon Transit Operations Program (Charts 14 and 15). The remaining 40 percent of funds is available for the Legislature to direct toward future objectives through annual budget act appropriation (Cap-and-Trade Revenue Allocation chart, p.18).

The creation of a carbon market also allows businesses that emit less than their allowance, the ability to sell them to others in a secondary market. Businesses that need extra allowances to make up for their shortfall to reduce GHGs can purchase them from entities that do not use their entire allotment. Businesses face steep fines if their allotment is exceeded. Business sectors that purchase allowances generally include heavy industrial, electricity and natural gas producers (stationary sources) and transportation services (mobile sources). Governor Jerry Brown extended the cap-and-trade through December 2030.

Active Transportation Program (ATP)

In response to the federal Surface Transportation Block Grant Program, the State's ATP was created on September 26, 2013, with the passage of California SB 99 (Chapter 359, Statutes of 2013), and California AB 101 (Chapter 354, Statutes of 2013). Millions of federal and State dollars are allocated to the ATP each year (Chart 16). This program funds safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, at least 25 percent of the program's funding must be provided for disadvantaged communities (Chart 16). The CTC is responsible for adopting guidelines and programming projects, while Caltrans is responsible for administering the program. For more information visit: **https://catc.ca.gov/programs/active-transportation-program**.

TRANSPORTATION FUNDING CHARTS

A SIMPLIFIED OVERVIEW OF TRANSPORTATION FUNDING: CHART 1

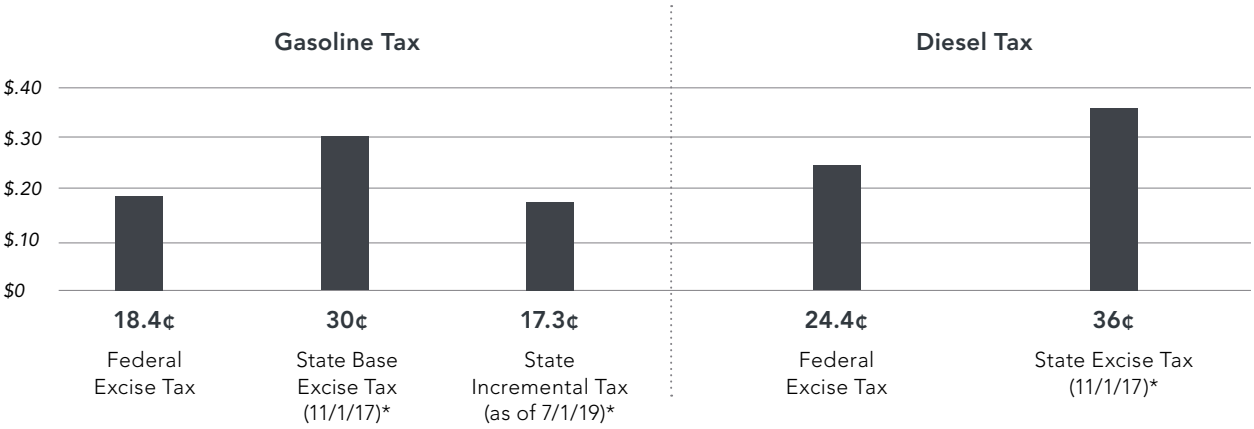
Note: SB 1 established new revenue mechanisms and rate increases (see narrative on pages 10 and 11 and Chart 3). This portion of the diagram only signifies newly created fees based on the passage of SB 1 (2017). Revenues from these fees are allocated to state entities and programs.

* State base excise tax also pays for Refunds and Transfers Account as well as Aeronautics Account.

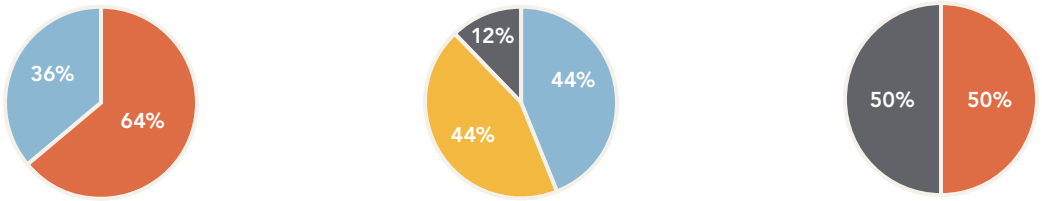
FUEL EXCISE TAX: CHART 2

(Revenue & Taxation Code, §7360 & 7361.1)

Fuel Tax Per Gallon



Allocation



Fuel Excise Tax**
- State Highway Account: 64%
- Cities & Counties: 36%

Fuel Tax Swap* (gasoline)**
- SHOPP: 12%
- STIP: 44%
- Local Streets & Roads: 44%

SB 1 – RMRA**
- State Highway Account: 50%
- Cities & Counties: 50%

Price at the pump includes federal and state excise taxes as well as applicable state and local sales taxes.

* Tax rates identified reflect established SB 1 (2017) increases. The gasoline and diesel fuel excise taxes will be adjusted for inflation starting July 1, 2020. SB 1 also increased the sales tax rate for diesel fuel, see Chart 6.

** The 64/36 split only applies to 18¢ of the 30¢ State Excise Tax on gasoline.

*** The Fuel Tax Swap was first enacted in 2010 (Assembly Bill (AB) x8-6 and Senate Bill (SB) 70). The Fuel Tax Swap eliminated the sales tax on gasoline and replaced it with the price-base excise tax. Due to conflicts created by the passage of Propositions 22 and 26 by voters, the Legislature reenacted the Fuel Tax Swap through AB 105 (2011). The Fuel Tax Swap eliminated the sales tax on gasoline and replaced it with the price-based excise tax. The California Board of Equalization (BOE) was required to adjust this rate annually. The passage of AB 105 (2011) also authorized the redirection of weight fees from the SHA to the General Fund to pay off obligation bond debt service for specified voter-approved transportation bonds. This chart only reflects funding based on the incremental portion of the excise tax. A large portion of the incremental excise tax goes to SHA to backfill diverted weight fees. After that the resources are allocated to SHOPP, STIP and Local Streets and Roads.

**** See Chart 3 or Chart 4 for more information.

OVERVIEW OF SENATE BILL 1 (2017): CHART 3

Diesel Sales & Use Tax Revenues • *$3.53 billion over 10 years*

Source: a 4 percent sales tax rate increase & adjusting it through the California Consumer Price Index (CPI), starting in 2020

Diesel Excise Tax Revenues • *$7.27 billion over 10 years*

Source: a 20 cent increase & adjusting it through the California Consumer Price Index (CPI), starting in 2020

▶

Public Transportation Account (PTA): to fund transit and intercity and commuter rail operating programs

Road Maintenance & Rehabilitation Account (RMRA): to fund prioritized road maintenance and rehabilitation projects

State Highway Account (SHA): to fund highway projects

Trade Corridors Enhancement Account (TCEA): to fund trade corridor projects

New Excise Gas Tax Revenues • *$24.82 billion over 10 years*

Source: a 12¢ base increase that occurred on 11/1/17; 17.3¢ incremental excise by 7/1/19; and adjusting the rates through the California CPI, starting 2020

▶

Road Maintenance & Rehabilitation Account (RMRA): to fund prioritized road maintenance and rehabilitation projects

State Highway Account (SHA): to fund highway projects

Highway Users' Tax Account (HUTA): to fund regional transportation agencies for local streets and roads projects

Transportation Improvement Fee (TIF) Revenues • *$16.35 billion over 10 years*

Source: a registration fee increase that ranges from $25 to $175 that depends on market value of vehicle

▶

Road Maintenance & Rehabilitation Account (RMRA): to fund prioritized road maintenance and rehabilitation projects

State Highway Account (SHA): to fund projects that reduce congestion in highly traveled corridors

Public Transportation Account (PTA): to fund Transit and Intercity Rail Capital program as well as State Transit Assistance programs

Zero-Emission Vehicle Registration Fee Revenues • *$191 million over 10 years*

Source: an annual $100 registration fee will be applied to zero-emission vehicles model year 2020 or newer, starting 7/1/2020. Fees will be adjusted annually based on the California CPI.

▶

Road Maintenance & Rehabilitation Account (RMRA): to fund basic road maintenance, rehabilitation, critical safety projects and other transportation initiatives

Accelerated Loan Repayment from the General Fund to Transportation • *$706 million by 2020*

Source: a loan repayment from the General Fund to transportation that must be fully repaid by June 30, 2020

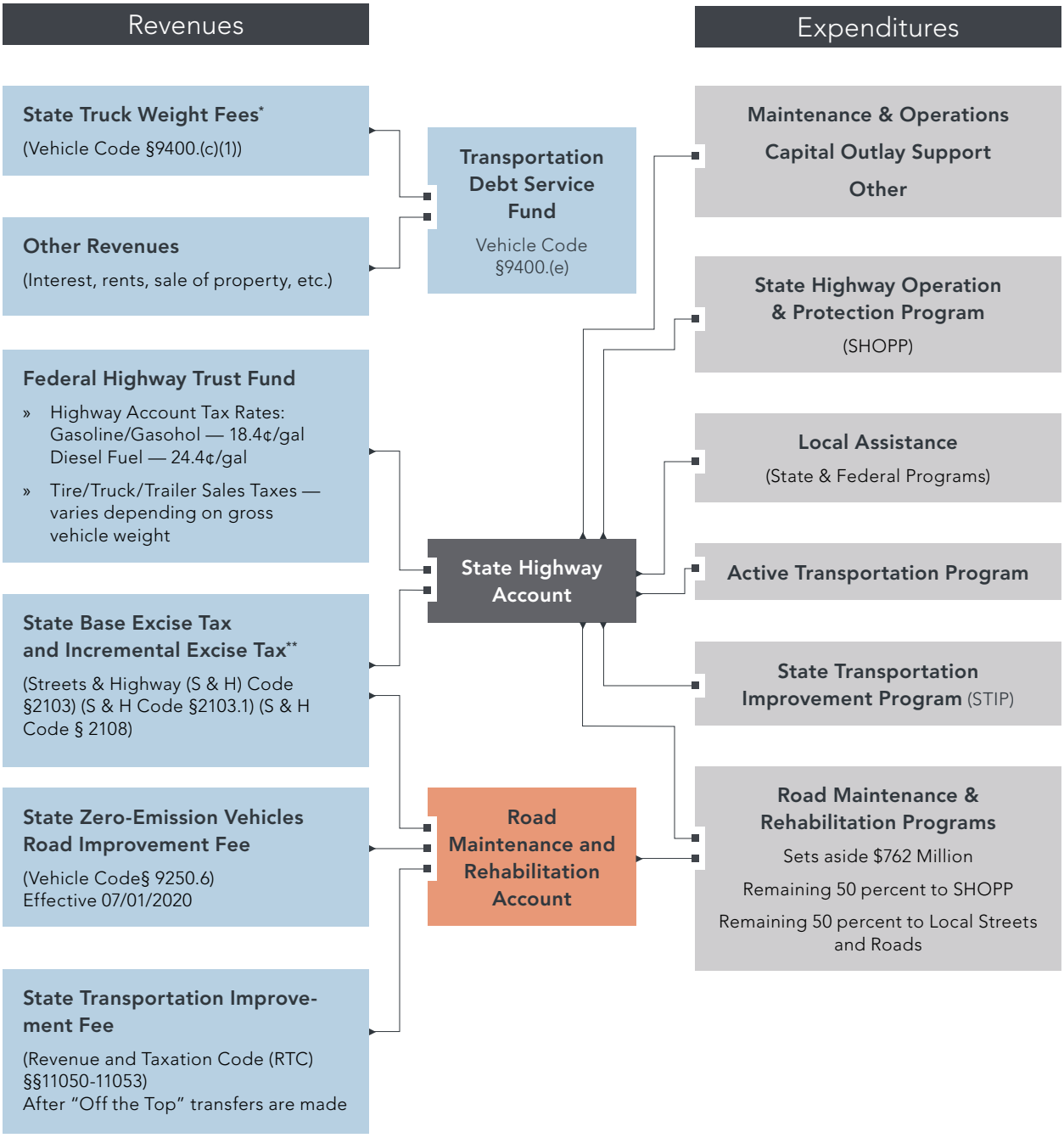
▶

Public Transportation Account (PTA): to fund climate change planning, Transit and Intercity Capital program

State Highway Account (SHA): to fund highway and rehabilitation maintenance

Highway Users Tax Account (HUTA): to fund regional transportation agencies for local streets and roads projects

STATE AND FEDERAL HIGHWAY FUNDING: CHART 4



* Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.

** The Fuel Tax Swap was originally enacted in 2010 as ABX8 6/SB 70 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26 (2010). The Road Maintenance and Rehabilitation Act of 2017 (SB 1) replaces the price based excise tax with an incremental excise tax of 17.3¢ per gallon rate on July 1, 2019.

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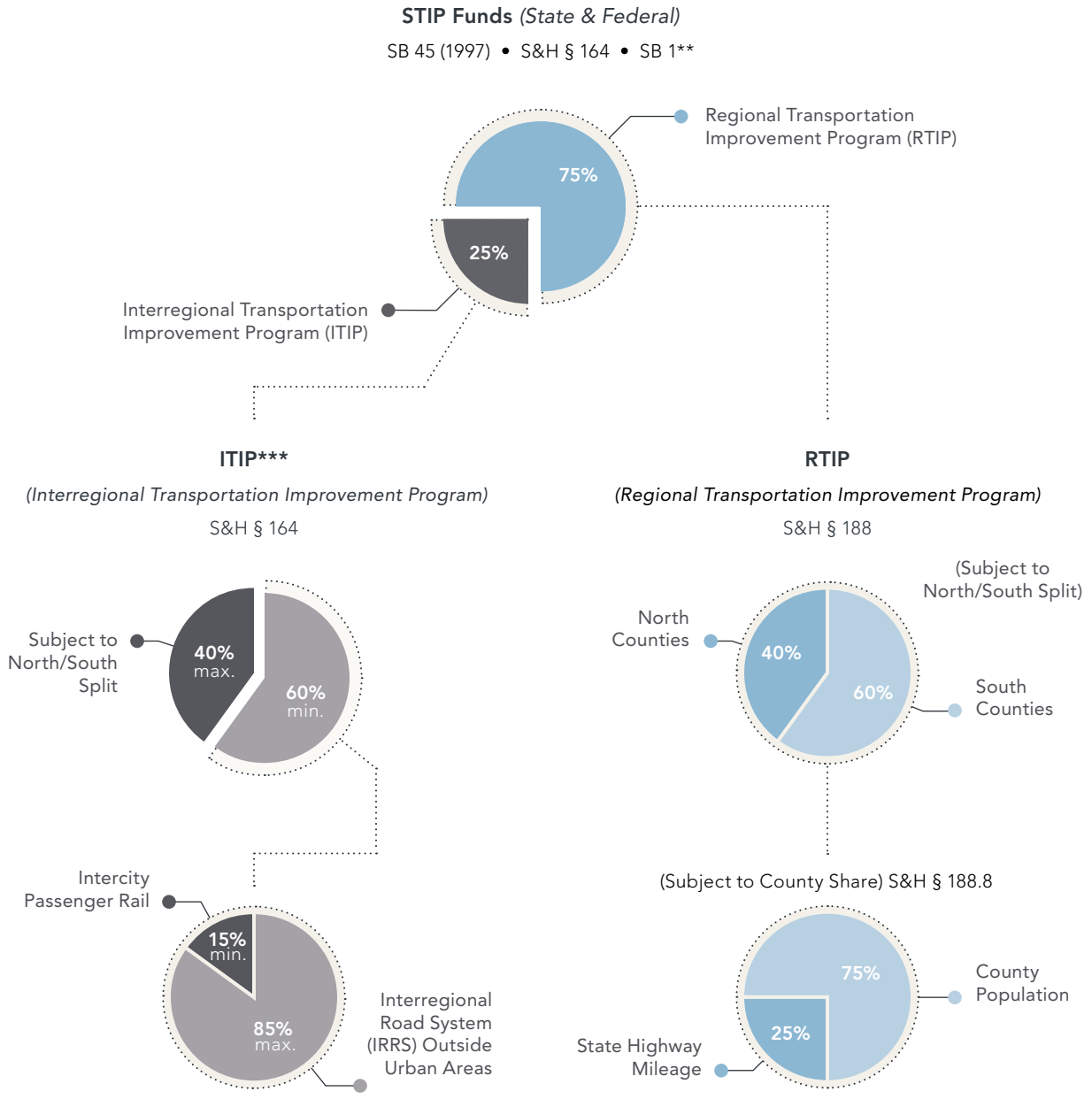
STIP FUNDING DISTRIBUTION: CHART 5

State/Region, North & South Splits*, and County Shares

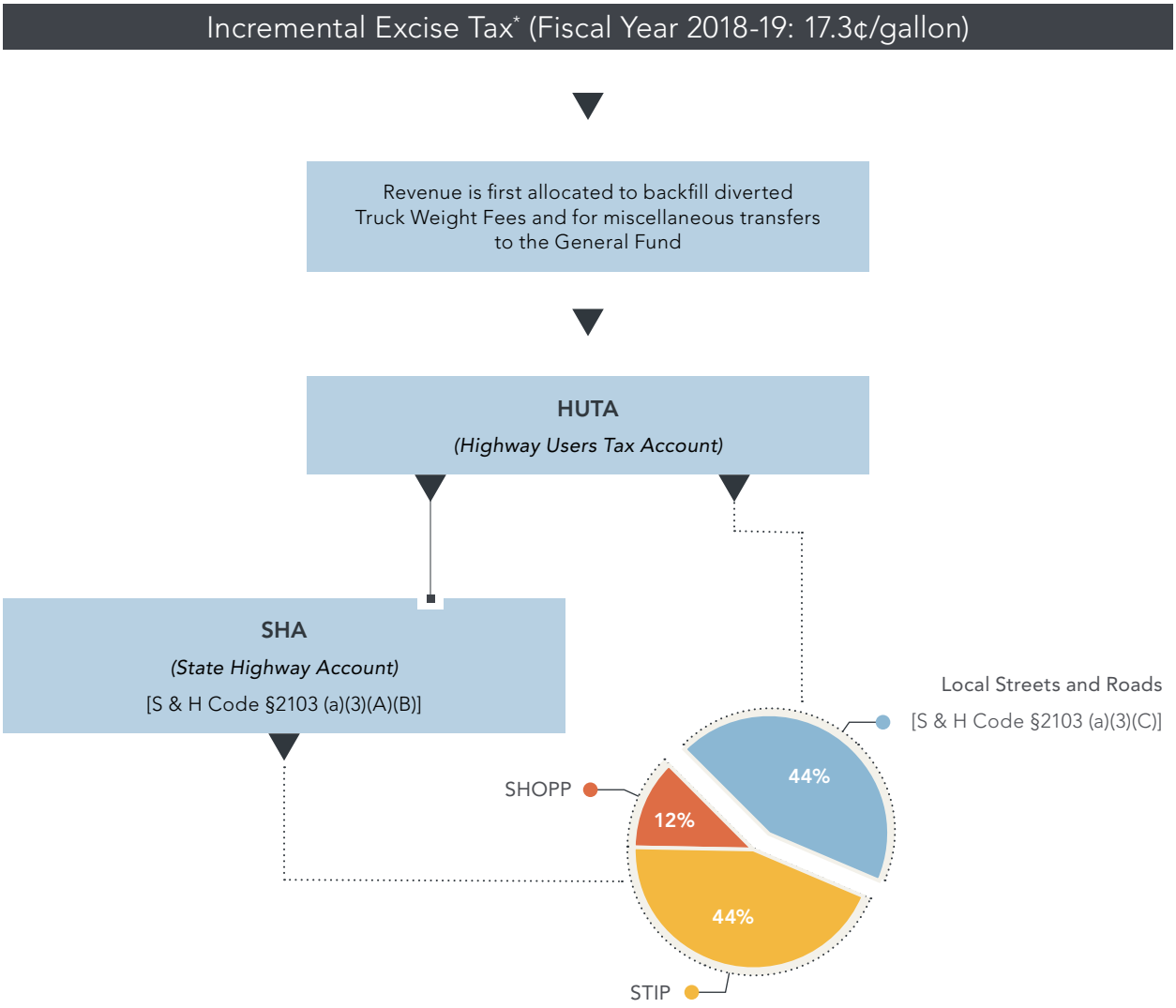


* The "split" is in reference to SB 45 (1997). It is geographically defined as: 60 percent of funds are allocated to 13 southern counties, while the remainder is allocated to the remaining 45 northern counties. Fore more information, visit https://lao.ca.gov/2000/051100_cal_travels/051100_cal_travels_decisions.html

** SB 1 provides stable funding to the State Transportation Improvement Program over the next 10 years. For more information, visit https://leginfo.legislature.ca.gov/faces/billNavClient.xhtml?bill_id=201720180SB1

*** For more information on the ITIP, visit https://dot.ca.gov/programs/transportation-programming/office-of-capital-improvement-programming-ocip

INCREMENTAL EXCISE TAX: CHART 6



* The passage of SB 1 eliminates the fuel tax swap revenue neutrality adjustment made by the BOE. This rate will be fixed at 17.3¢/gal. effective 7/1/19 and adjusted for inflation every year after by the California Department of Tax and Fee Administration.

The allocation structure of AB 105 (2011) will remain in place. Truck weight fee revenues from the SHA can still be used to pay down transportation debt services and loans in the Transportation Debt Service Fund.

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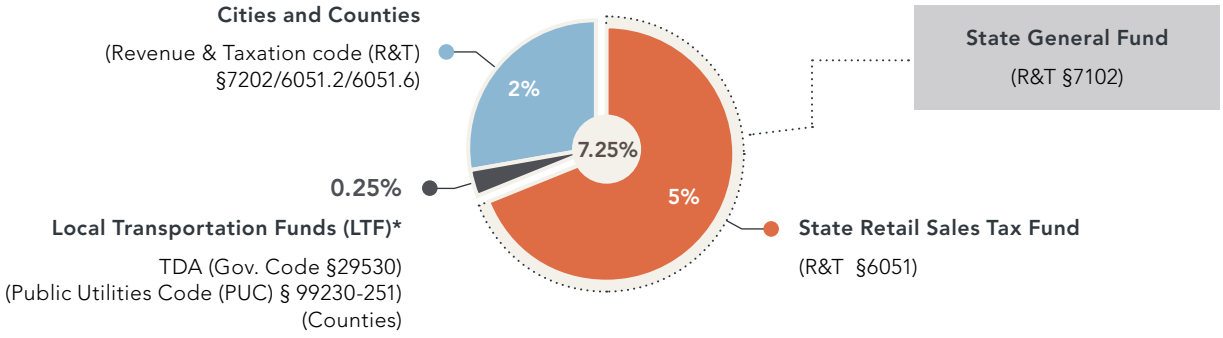
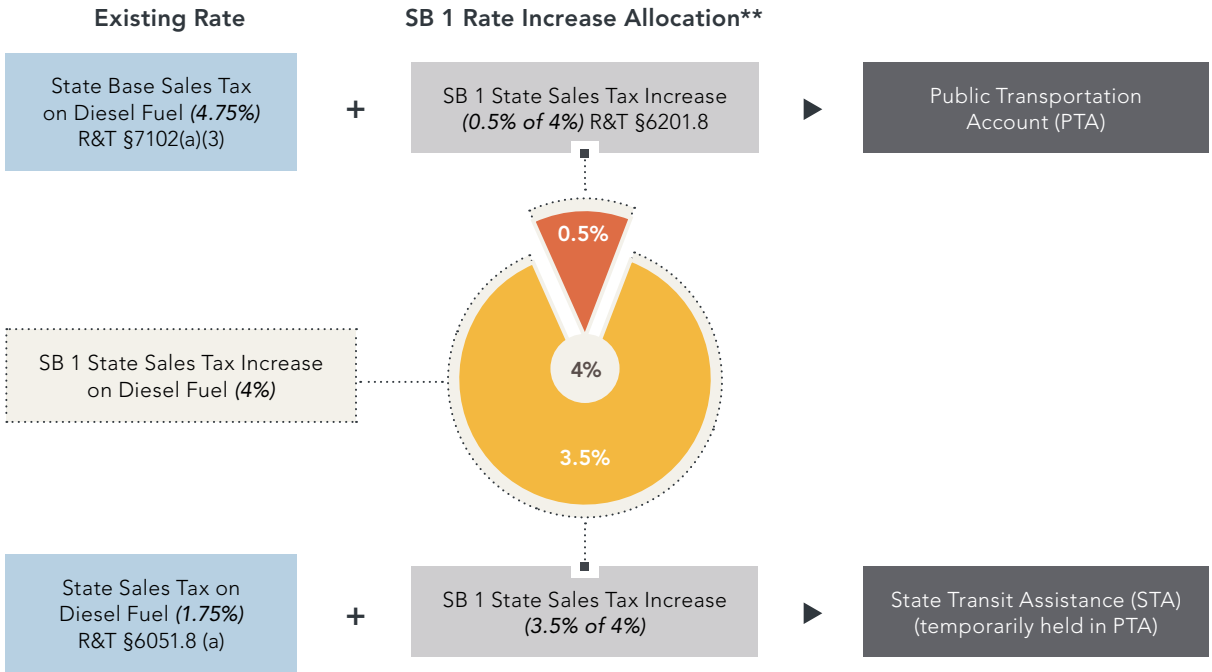
STATE SALES AND USE TAX RATE: CHART 7

California Statewide Base Sales and Use Tax (7.25%)



Statewide Diesel Fuel Sales Tax Rate Allocation



* Two funding sources within TDA law

** SB 1 increased the sales tax on diesel fuel by 4% on 11/1/17. PTA receives 0.5% and STA receives 3.5% of this SB 1 rate increase. Total Diesel Sales Tax rates is 13% as of 11/1/2017.

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PUBLIC TRANSPORTATION ACCOUNT REVENUES (PTA): CHART 8

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PROPOSITION 1B: CHART 9

Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006
(Authorizes $19.9 Billion in General Obligation Bonds)

Account/Program	Available (Billions)	Committed (Billions)	Allocation Plan
Corridor Mobility Improvement Account (CMIA)	$4.50	$4.50	■ Performance improvements on highly congested travel corridors ■ Projects are nominated by Caltrans & MPOs/RTPAs ■ CTC develops guidelines and approves projects
Public Transp. Modernization, Improvement & Service Enhancement and Intercity Rail Improvement	$4.00	$4.00	■ Public Transportation Projects ■ Intercity Rail Improvements ($400M) ■ Funds allocated by formula to local agencies
California Ports Infrastructure, Security, and Air Quality Improvement	$3.10	$3.10	■ Multimodal improvements along federal trade corridors ($2B) ■ Freight emission reductions along trade corridors ($1B ARB) ■ Grants for port, harbor, ferry terminals security ($100M)
STIP Funding Augmentation	$2.00	$2.00	■ Deposited in Transportation Facilities Account
Local Streets and Road Improvement, Congestion Relief, and Traffic Safety	$2.00	$2.00	■ Allocated by Legislature
State Route 99 Improvements	$1.00	$0.99	■ Corridor's safety, operational enhancements, rehabilitation or capacity improvements
State-Local Partnership Program	$1.00	$1.00	■ State matching funds for local projects (5-year program)
Transit System Safety, Security, and Disaster Response	$1.00	$0.93	■ Allocated by Legislature
Highway Safety, Rehabilitation, and Preservation	$0.75	$0.75	■ Augments SHOPP funding ■ Includes $250M for traffic light synchronization projects
Highway-Railroad Crossing Safety	$0.25	$0.25	■ High-priority grade separation and railroad crossings
School Bus Retrofit & Replacement	$0.20	$0.20	■ Reduction of air pollution & child exposure to diesel exhaust
Local Bridge Seismic Retrofit	$0.13	$0.13	■ Provides the 11.5% required match for the federal Highway Bridge Replacement and Repair funds

For more information visit **www.bondaccountability.dot.ca.gov/bondacc**

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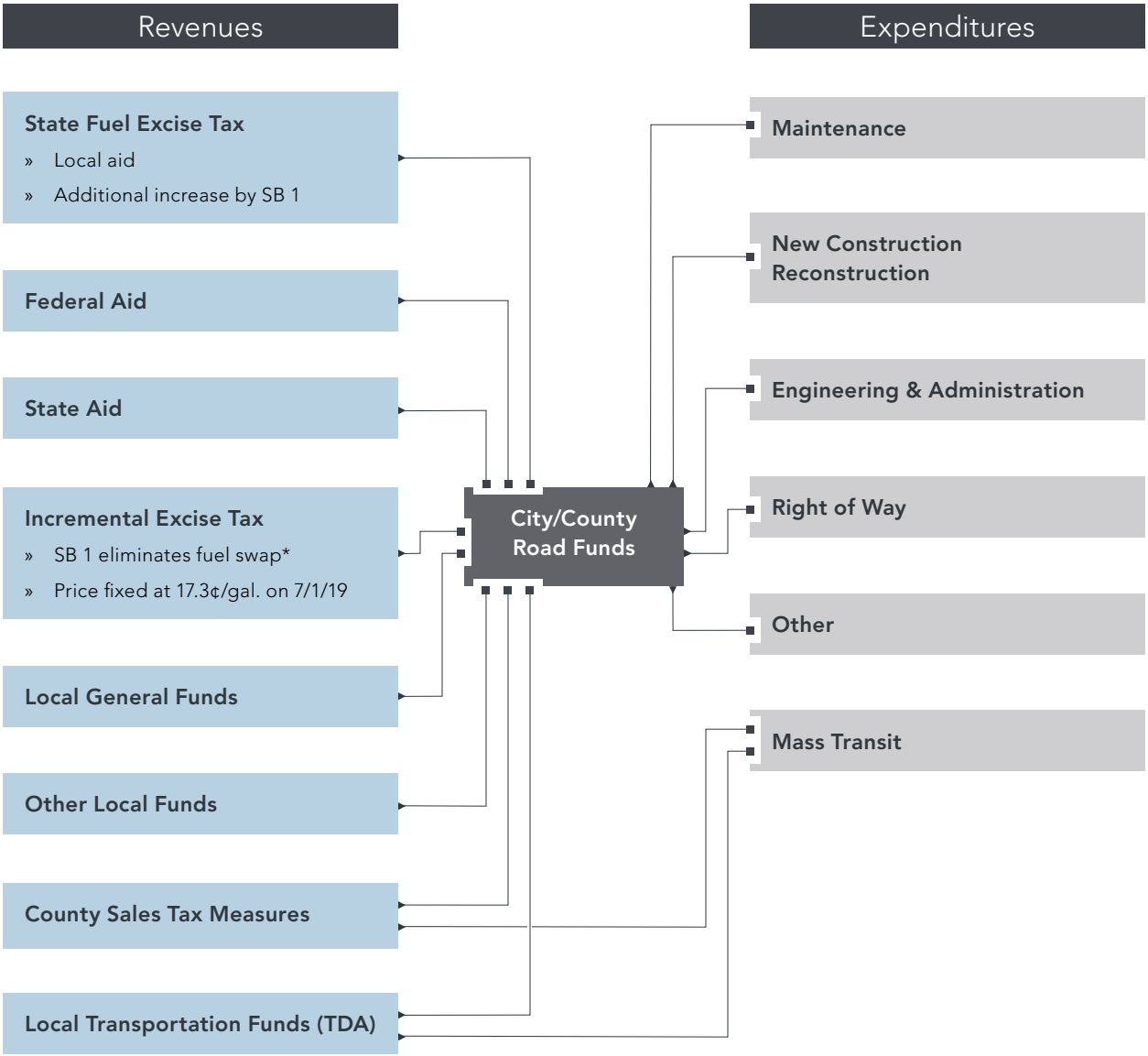
LOCAL STREET AND ROAD FUNDING: CHART 10



Revenues and expenditures reported in the State Controller, Annual Reports of Financial Transactions:

» Streets and Roads

» Transit Operators

» Transportation Planning Agencies

* See Road Repair and Accountability Act of 2017 (SB 1)

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COUNTY TRANSPORTATION SALES TAX MEASURES: CHART 11

Permanent 0.5% Sales Tax Transit Districts

BART (S.F., Alameda, and Contra Costa)	San Mateo	Santa Clara	Santa Cruz

"Self-Help" (Temporary 0.5% Taxes)

County	Duration	Estimated 2019 Revenues *(in millions)*
Alameda	2015-2045	$354
Contra Costa	1989-2034	$91
Fresno	1987-2027	$81
Imperial	1990-2050	$14
Los Angeles (1%)	Permanent	$1,692
Los Angeles (Measure R, 0.5%)	2009-2039	$846
Los Angeles (Measure M, 0.5%)	2017–Indefinite	$846
Madera	1990-2027	$9
Marin*	2005-2025	$29
Merced	2017-2047	$16
Monterey (.375%)	2017-2047	$28
Napa	2018-2043	$19
Orange	1991-2041	$352
Riverside	1989-2039	$196
Sacramento	1989-2039	$132
San Benito**	2019-2049	$8
San Bernardino	1990-2034	$208
San Diego	1988-2048	$309
San Francisco	1990-2034	$108
San Joaquin	1991-2041	$67
San Mateo (Measure A, SamTrans)	1989-2033	$90
San Mateo (Measure W, .5%, San Mateo County Transit District)***	2019-2049	$90
Santa Barbara	1990-2040	$38
Santa Clara	1996-2036	$242
Santa Clara (VTA 0.125%)	2013-2043 (Est.)	$61
Santa Clara (VTA-Measure B, 0.5%)	2017-2047	$242
Santa Cruz	2017-2032	$20
Sonoma (0.25%)	2005-2025	$28
Sonoma-Marin (SMART 0.25%)	2009-2029	$42
Stanislaus	2017-2042	$48
Tulare	2007-2037	$39
Total Estimated 2019 Revenue		**$6,345**

Article XIIIB of the State Constitution provides the authority and requirements for the imposition of local sales tax measures subject to voter approval.

* Renewal of retail transaction of use (sales) tax. Original one-half cent tax passed in 2004 will expire in 2025. In November 2018, voters renewed this tax for another 30 years.

** Transportation sales tax approved by voters in November 2018. The measure authorizes the county to increase sales tax by 1% with revenue dedicated to road transportation, increasing the total sales tax to 7.25%.

*** Voters passed a one-half cent sales tax increase in November 2018 to reduce traffic congestion and improve public transportation.

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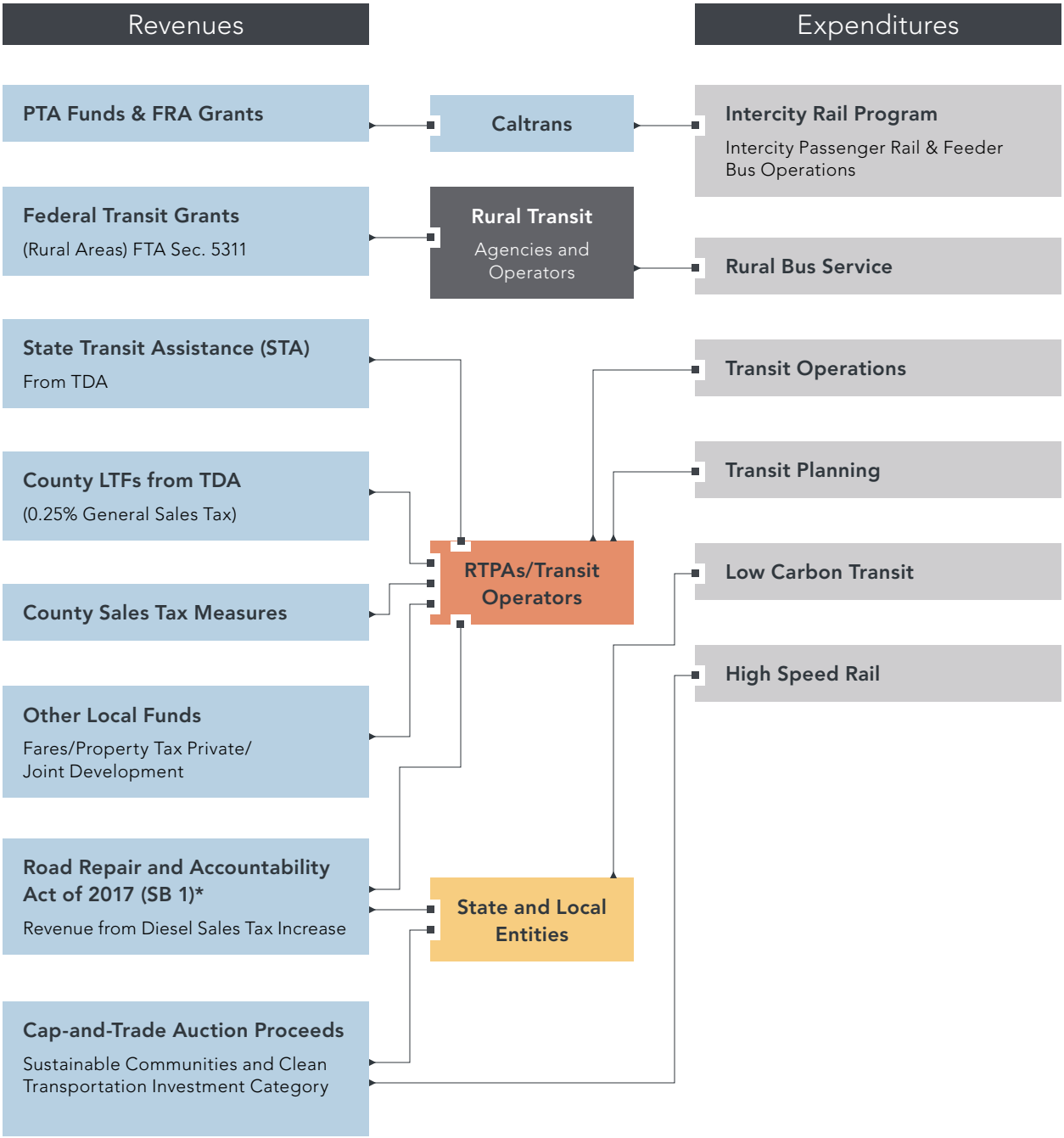
TRANSIT AND RAIL OPERATIONS FUNDING: CHART 12



* See Rebuilding California website at *http://rebuildingca.ca.gov/transit.html*

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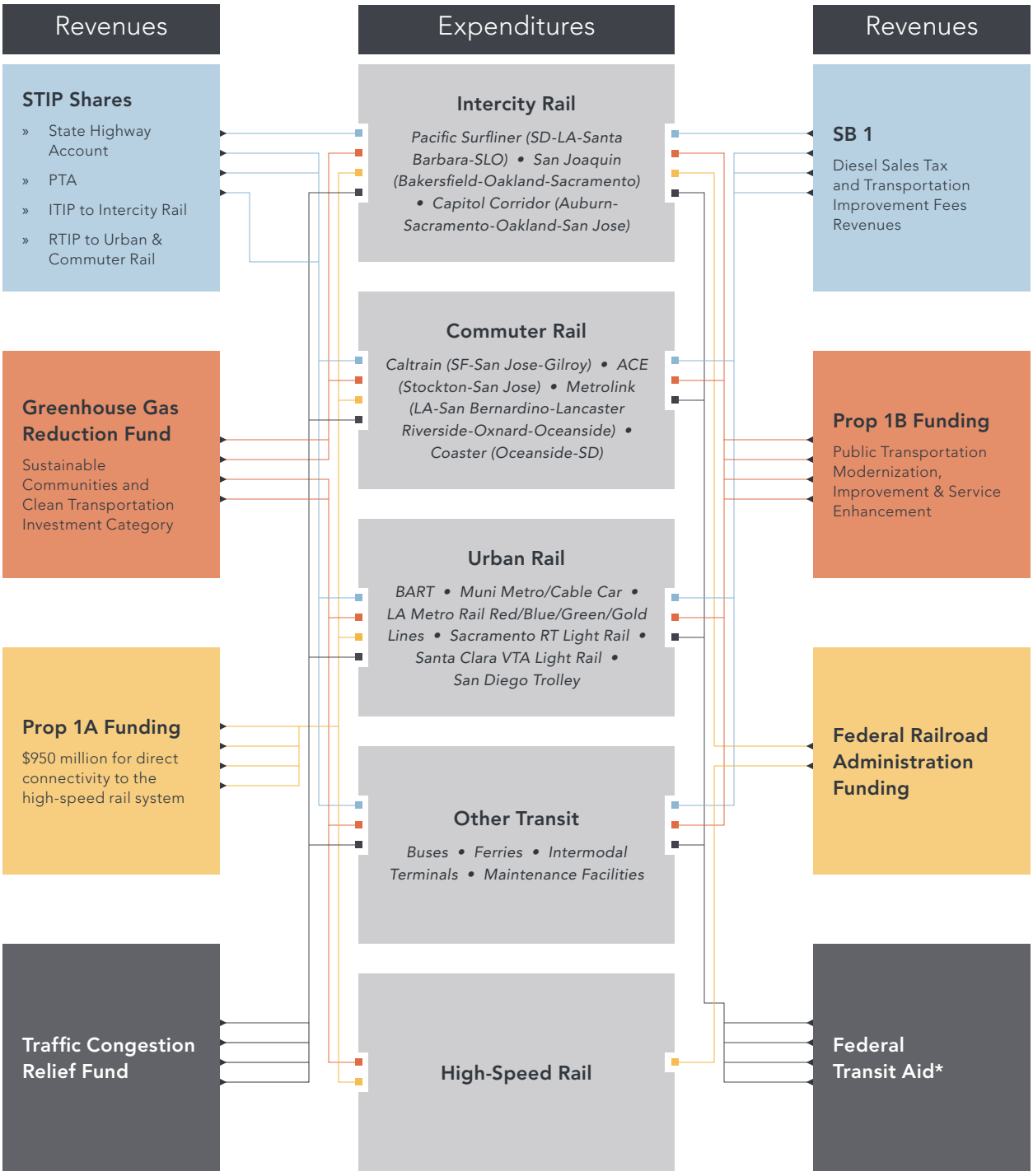
TRANSIT AND RAIL CAPITAL FUNDING: CHART 13



* In addition, Section 104(d)(2) of Federal Highway Act (Title 23 US Code) provides funding for railway/highway crossing hazard elimination in existing and potential high-speed rail corridors.

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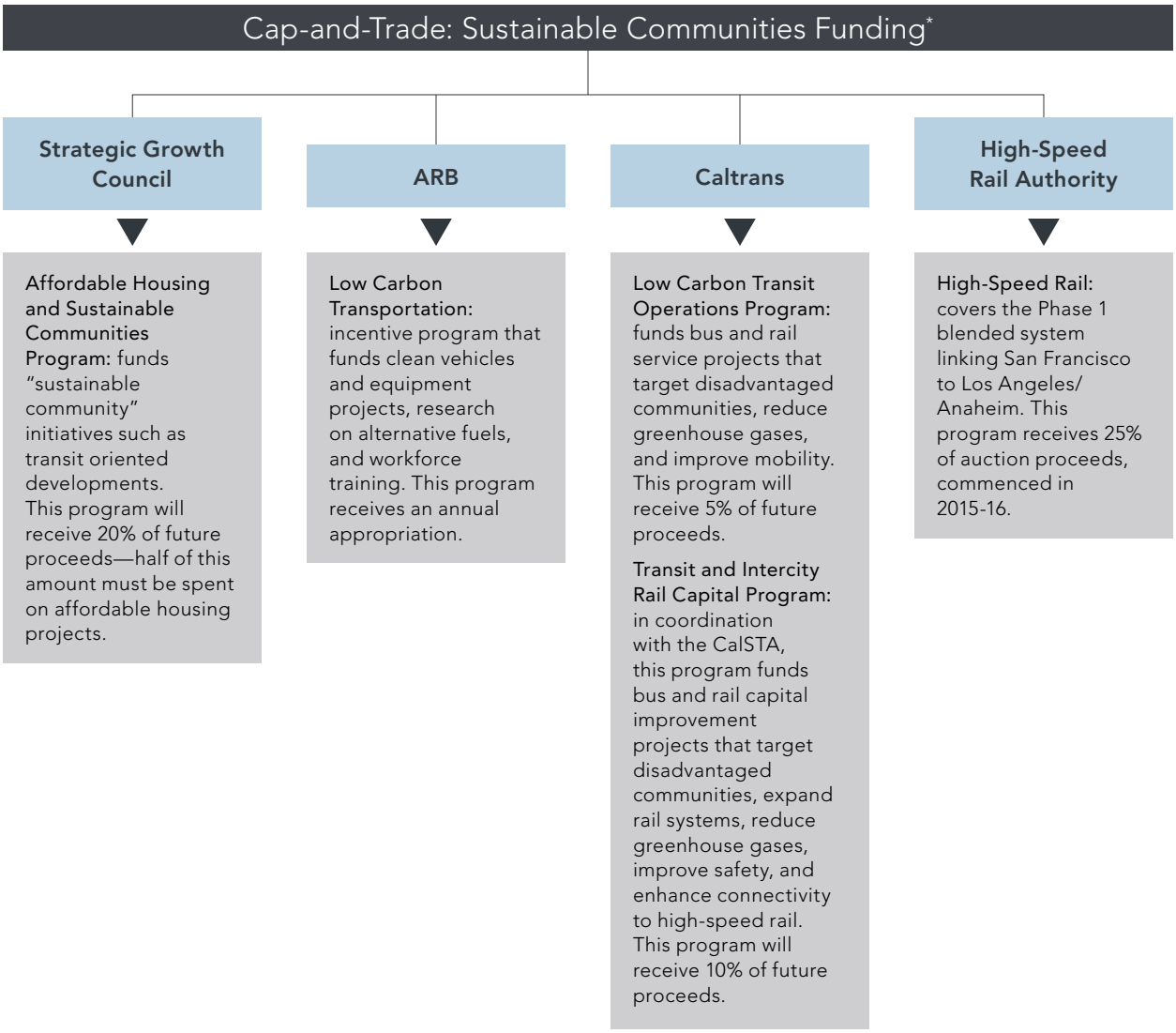
CAP-AND-TRADE: SUSTAINABLE COMMUNITIES FUNDING PROGRAMS: CHART 14



* The enactment of AB 32, the California Global Warming Solutions Act of 2006, requires the California Air Resources Board to establish a regulatory market-based program. Since 2013, this program sets a "cap" or limit on the amount of greenhouse gas emissions that electric and large industrial plants can produce. Effective January 1, 2015, fuel distributors and suppliers were subjected to the "cap." The "cap" limitation is approximately reduced by 3% per year to reach the state's 2020 greenhouse gas reduction target. The California Legislature and Governor appropriate the collected auction proceeds, known as the Greenhouse Gas Reduction Fund (GGRF), to State agencies for designated purposes. These appropriations are classified by three categories: 1) Transportation and Sustainable Communities Funding, 2) Clean Energy and Energy Efficiency Funding, and 3) Natural Resources and Waste Diversion. This chart only illustrates the Transportation and Sustainable Communities Funding. In addition, the remaining 40% is available for appropriation by state Legislature. Cap-and-Trade program was extended to 2030 on July 25, 2017 (AB 398, Chapter 135).

Please visit the California Air Resources Board's website for more information at http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm#Transportation

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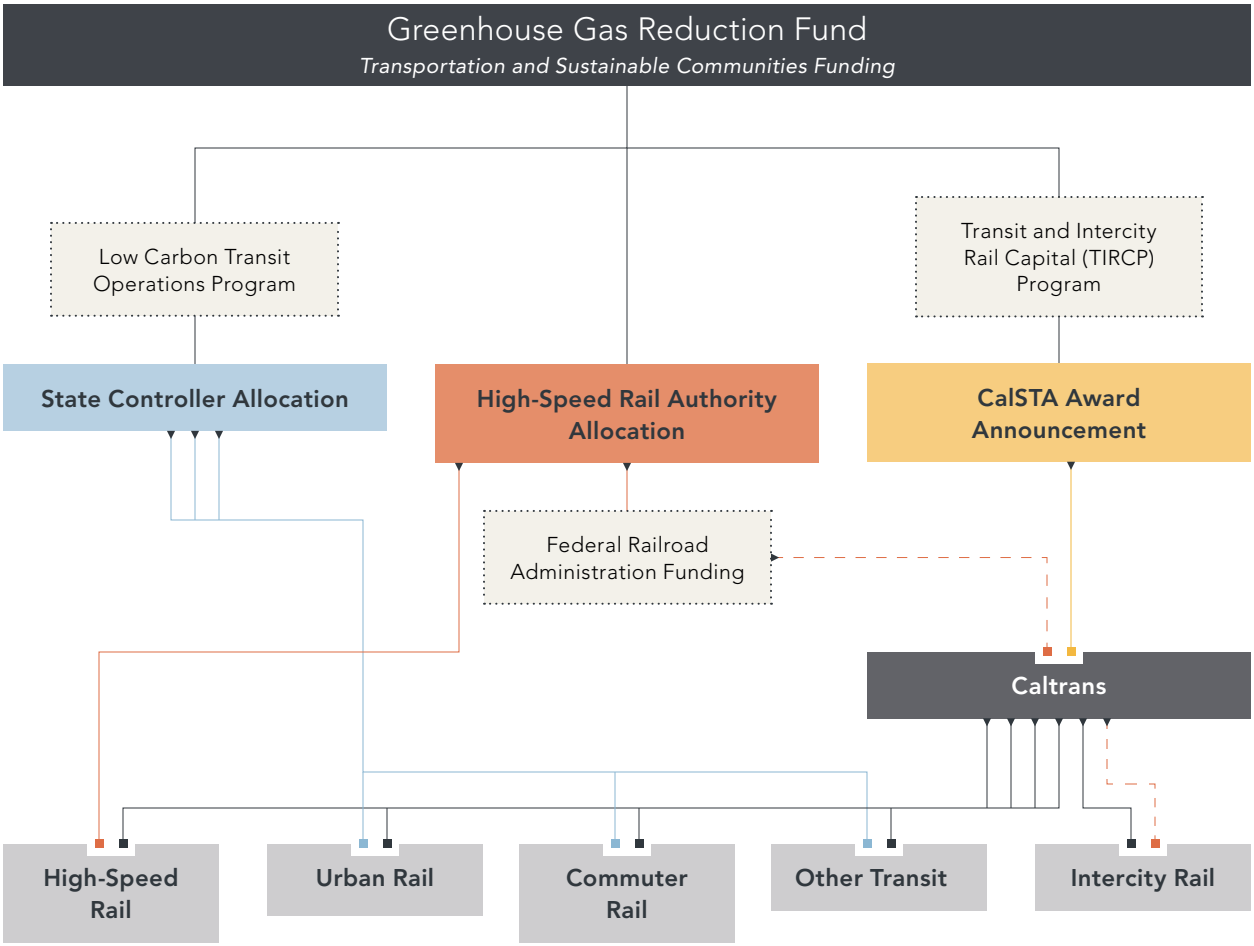
CAP-AND-TRADE AND HIGH-SPEED RAIL FUNDING: CHART 15



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ACTIVE TRANSPORTATION PROGRAM: CHART 16

Revenue Sources*

State Resources

- State Highway Account
- Road Maintenance and Rehabilitation Account (SB 1)**

Federal Resources

- Federal Highway Account of the Highway Trust Fund
- Surface Transportation Block Grant
- Highway Safety Improvement Program
- Transportation Recreational Trails (non-motorized percentage appropriated to ATP and remaining to Department of Parks and Recreation)
- Other Federal Aid

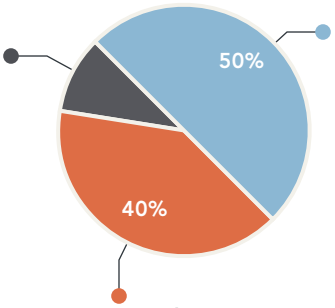
Active Transportation Program***

SB 99, Chapter 359 (2013) and AB 101, Chapter 354 (2013)

Funds non-infrastructure and infrastructure projects that encourage people to use active transportation modes.

Small Urban and Rural Regions

CTC awards active transportation projects to small urban (population of 5,001 to 200,000) and rural regions (population less than 5,000). At least 25 percent of funding must be provided for disadvantaged communities.



Statewide Competitive Program

CTC awards active transportation projects. At least 25 percent of funding must be provided for disadvantaged communities.

Urban Regions

Metropolitan planning organizations (200,000 or more people) receive funding based on population. The funds are distributed based on a regional competitive process. At least 25 percent of funding must be provided for disadvantaged communities. There are additional statutory requirements that apply to the Southern California Association of Governments.

* Caltrans Active Transportation Program. Retrieved from https://dot.ca.gov/programs/local-assistance/fed-and-state-programs/active-transportation-program

** See Road Repair & Accountability Act of 2017, Chapter 5, Sec. 36, Chapter 2, sub 20329 9a)

*** California Transportation Commission. 2018. Active Transportation Program Guidelines. Retrieved from https://catc.ca.gov/programs/active-transportation-program

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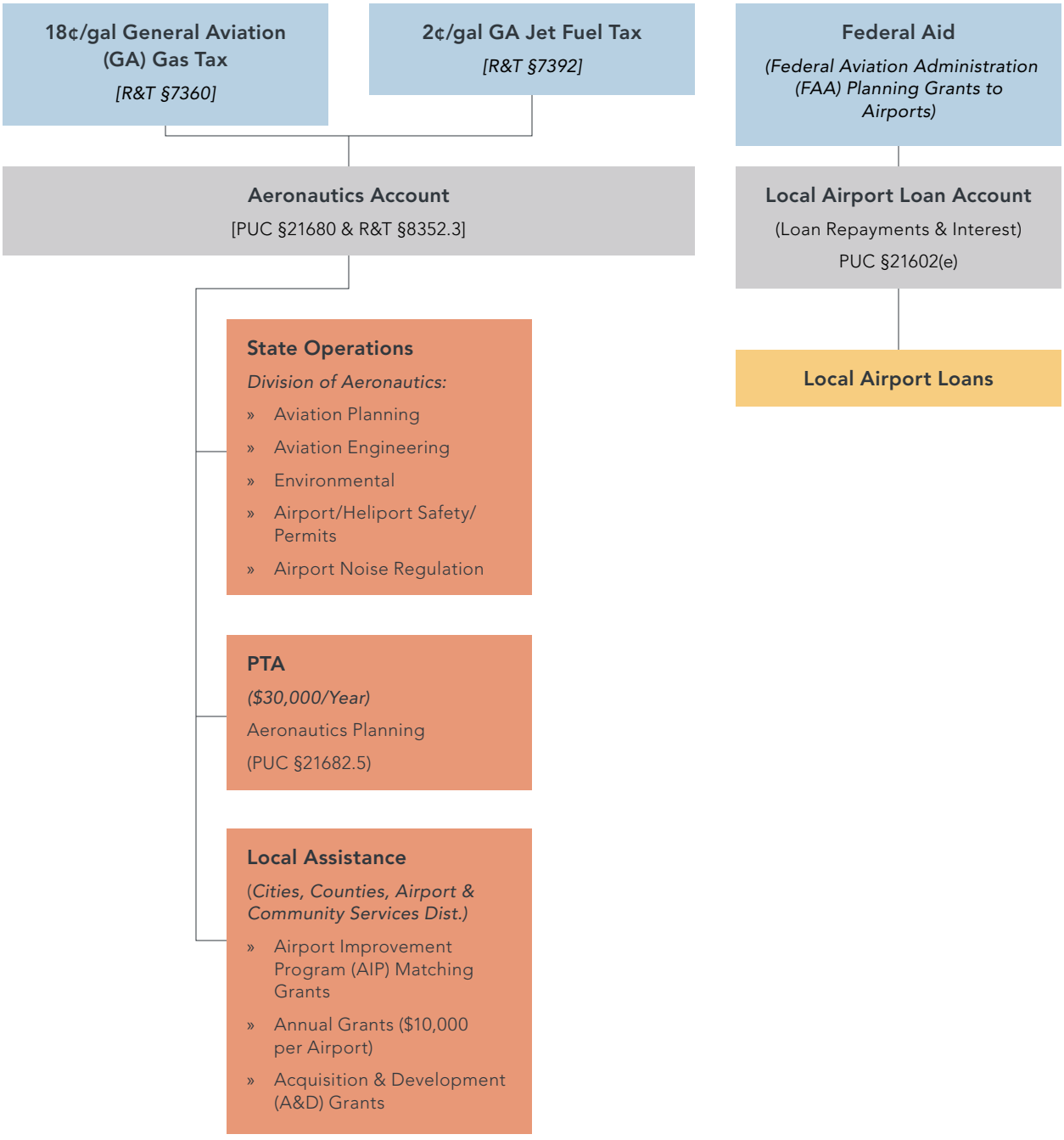
STATE GENERAL AVIATION FUNDING: CHART 17



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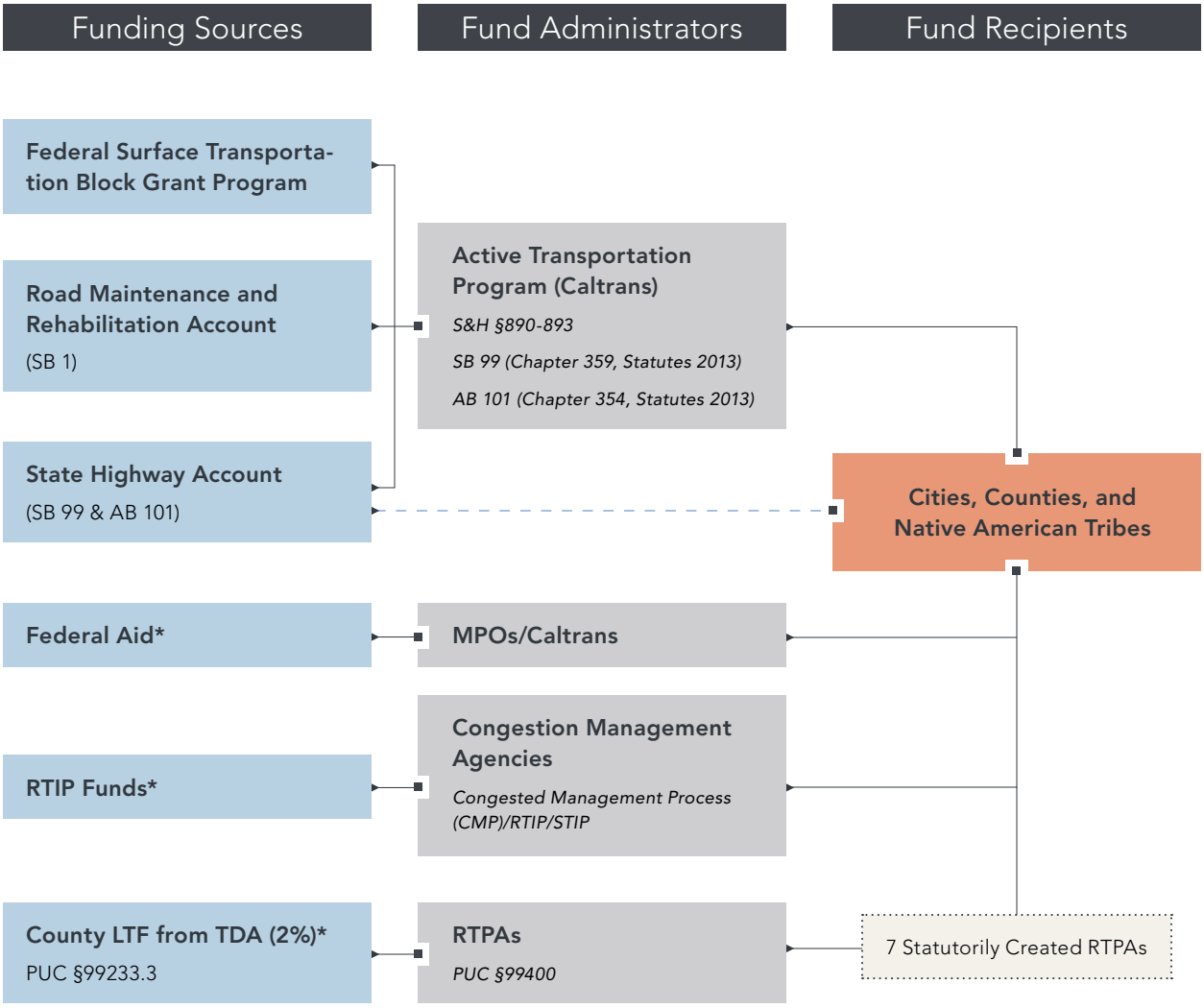
NON-MOTORIZED TRANSPORTATION FUNDING: CHART 18



* Bicycle/pedestrian projects are eligible for funding from federal programs: Surface Transportation Block Grant Program/Transportation Enhancement Activities, Better Utilizing Investments to Leverage Development Transportation Discretionary Grants, Associated Transit Improvement, Congestion Mitigation and Air Quality Improvement Program, Highway Safety Improvement Program, National Highway Performance Program/National Highway System, Surface Transportation Program, Recreational Trails Program, Safe Routes to School, Federal Lands Highway & Bridge programs, etc.

The State's Environmental Enhancement Mitigation program and county sales tax measures also provide funding for non-motorized transportation projects.

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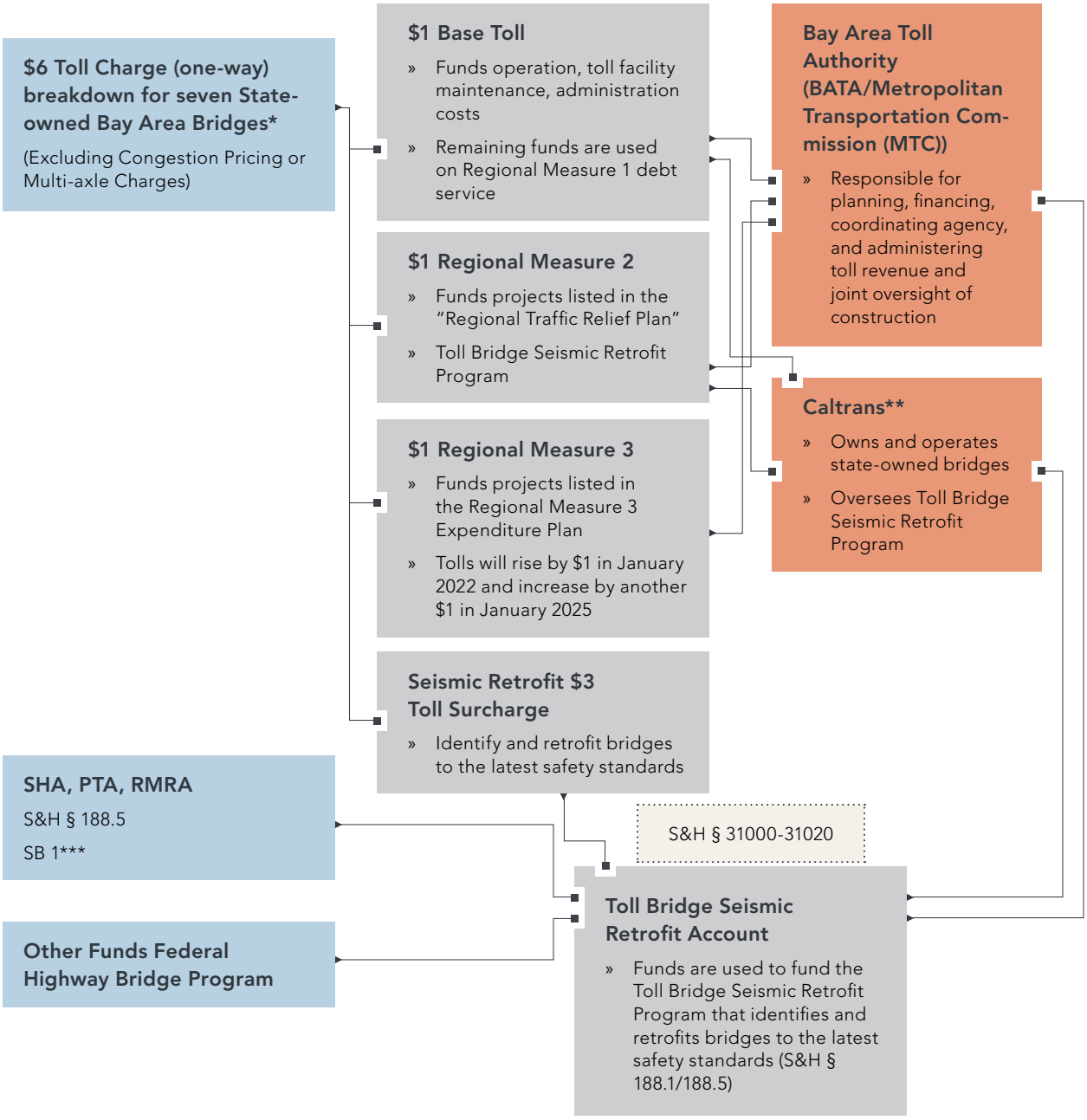
STATE TOLL BRIDGE & SEISMIC RETROFIT FUNDING: CHART 19



* San Francisco-Oakland weekday off-peak hours toll is $5.

** Caltrans collects tolls and is responsible for the maintenance and capital improvements on all state-owned toll bridges (reimbursed by BATA). Assembly Bill 144 (Chapter 71, 2005) provided additional funding of $3.6 billion from BATA for the Toll Bridge Seismic Retrofit Program.

*** SB1 provides additional funding for bridges and culverts repair and maintenance under Road Maintenance and Rehabilitation Account.

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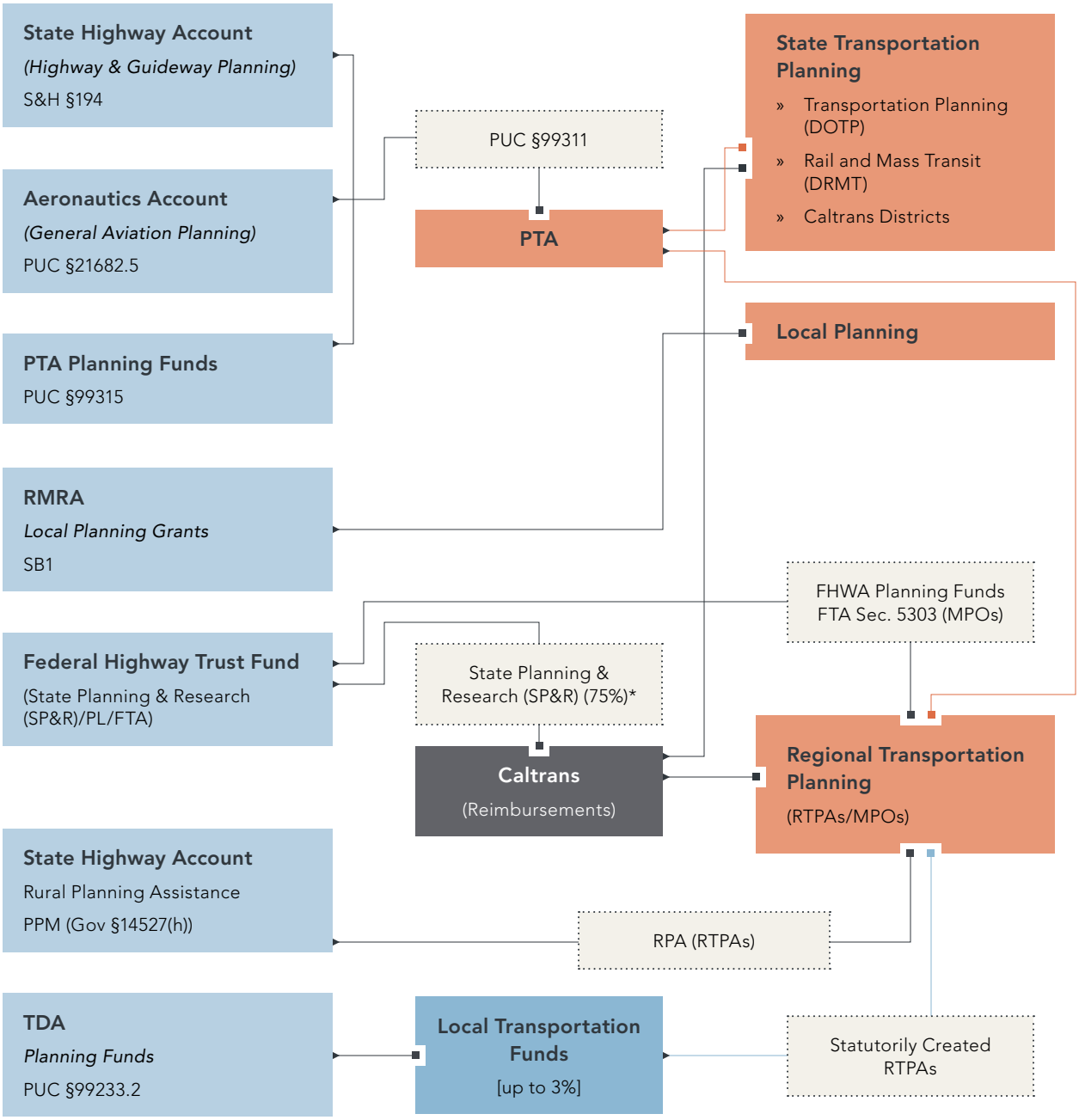
TRANSPORTATION PLANNING FUNDS: CHART 20



* The remaining 25% of the SP&R funds are used for research.

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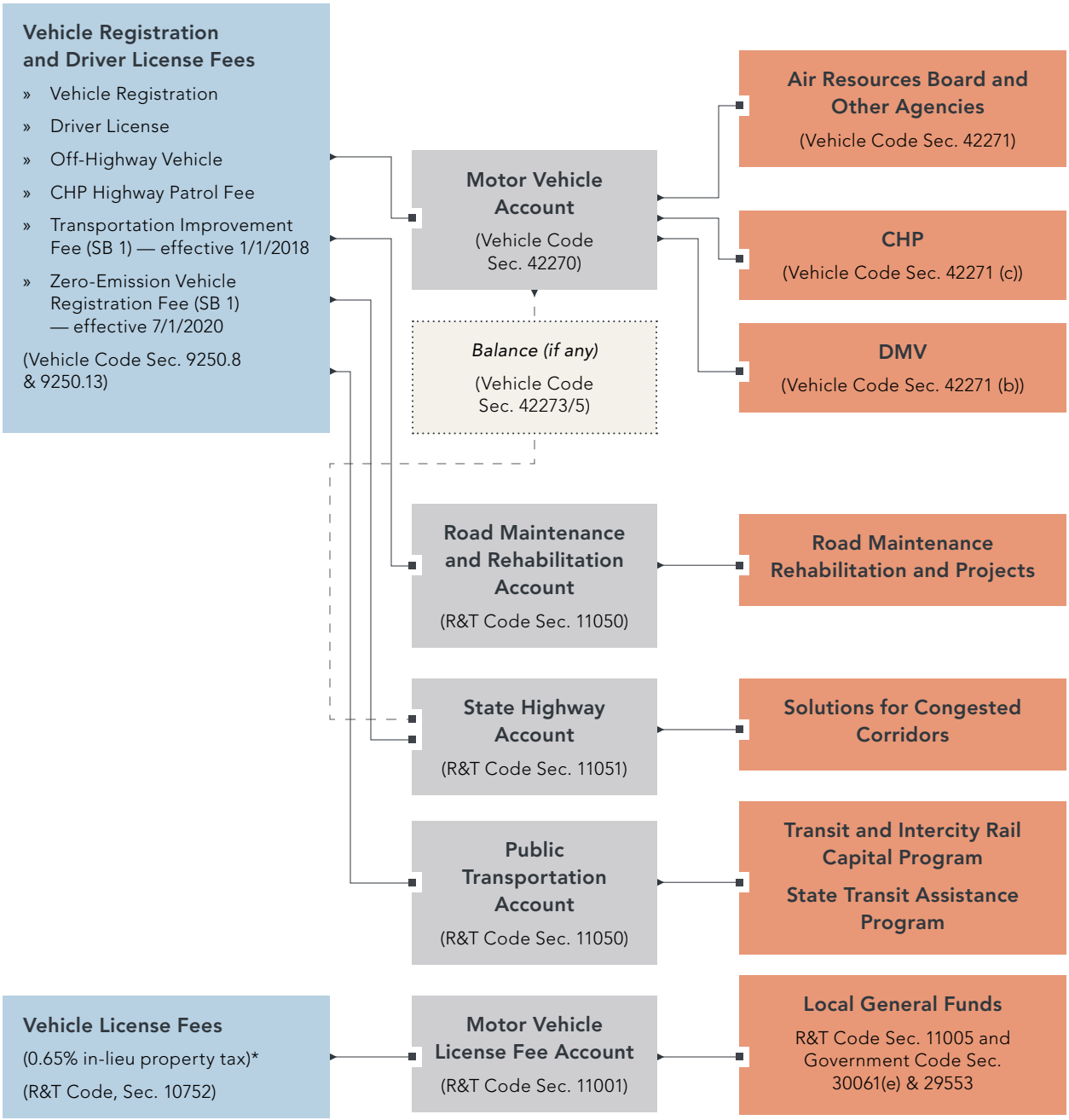
MOTOR VEHICLE FEES: CHART 21



* In 1998, the Legislature began a series of reductions as stated in Chapter 322, Statutes of 1998 (Cardoza, AB 2797)— 2% vehicle license fee decreased to 0.65% — that became effective in January of 2005.

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FEDERAL-AID HIGHWAY PROGRAMS: CHART 22

Fixing America's Surface Transportation Act (FAST Act) Federal Fiscal Year 2016-2020

Program	Description/Provisions
National Highway Performance Program	Provides support for the condition and performance of the National Highway System (NHS), for the construction of new facilities on the NHS, and to ensure that investments of Federal-aid funds in highway construction are directed to support progress toward the achievement of performance targets established in a State's asset management plan for the NHS.
Surface Transportation Block Grant Program	Promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.
Highway Safety Improvement Program (HSIP)	Aims to achieve a significant reduction in traffic fatalities and serious injuries on all public roads, including non-State-owned public roads and roads on tribal lands. The HSIP requires a data-driven, strategic approach to improving highway safety on all public roads that focuses on performance.
Railway-Highway Crossings Program	Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.
Congestion Mitigation & Air Quality (CMAQ)	Provides a flexible funding source to State and local governments for transportation projects and programs to help meet the requirements of the Clean Air Act. Funding is available to reduce congestion and improve air quality for areas that do not meet the National Ambient Air Quality Standards for ozone, carbon monoxide, or particulate matter (nonattainment areas) and for former nonattainment areas that are now in compliance (maintenance areas).
Metropolitan Planning (PL) Funds	Establishes a cooperative, continuous, and comprehensive framework for making transportation investment decisions in metropolitan areas. Program oversight is a joint Federal Highway Administration/Federal Transit Administration responsibility.
Technology and Innovation Deployment Program	Funds efforts to accelerate the implementation and delivery of new innovations and technologies that result from highway research and development to benefit all aspects of highway transportation.
National Highway Freight Program	Aims to improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including; ■ investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity; ■ improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas; ■ improving the state of good repair of the NHFN; ■ using innovation and advanced technology to improve NHFN safety, efficiency, and reliability; ■ improving the efficiency and productivity of the NHFN; ■ improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and ■ reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]

For more details: www.fhwa.dot.gov/fastact/estfy20162020auth.pdf

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FEDERAL-AID TRANSIT PROGRAMS: CHART 23

Fixing America's Surface Transportation Act (FAST Act)

Program	Description/Provisions
Sections 5303, 5304, 5305 (Metropolitan & Statewide and Nonmetropolitan Planning)	Provides funding and procedural requirements for multimodal transportation planning in metropolitan areas through a cooperative, continuous, and comprehensive planning process. The result of this process includes long and short-range planning and programming of transportation investment priorities.
Section 5311 & Section 5307 (Rural & Urbanized Area)	Provides funding to public transit systems in rural areas and Urbanized Areas (UZA) for public transportation capital, planning, job access and reverse commute projects, as well as operating expenses in certain circumstances.
Section 5309 (Fixed Guideway Capital Investment Grants)	Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.
Section 5310 (Enhanced Mobility of Seniors and Individuals with Disabilities)	Provides funding to meet the transportation needs of older adults and people with disabilities. Funds are apportioned based on each state's share for these two groups. States and designated recipients are direct recipients while private nonprofit organizations, states or local government authorities, and operators of public transportation are eligible subrecipients. Eligible activities include accessible buses and vans, related equipment, mobility management and operating assistance funds.
Section 5311 (Rural Area)	Provides formula grants for capital and operating services for rural and small urban public transportation systems located in areas with a population less than 50,000. In addition, FTA Section 5311(b)(3) provides funding to assist in the design and implementation of training and technical assistance projects and other support services to meet the needs of transit operators in non-urbanized areas. Section 5311(c) provides federally recognized tribes with funding for capital, operating, planning, and administrative expenses for public transit projects that meet the growing needs of rural tribal communities. Projects that were once eligible for the Job Access and Reverse Commute Program (Section 5316) qualify for this program.
Section 5337 (State of Good Repair)	Funds are dedicated to repairing and upgrading the nation's rail transit systems along with high-intensity motor bus systems that use high-occupancy vehicle lanes, including bus rapid transit (BRT).
Section 5329(e) (State Safety Oversight Program)	Provides funding to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars.
Section 5339 (Bus and Bus Facilities & Low and No Emission Bus Program)	Provides capital funding to replace, rehabilitate and purchase buses and related equipment and to construct bus-related facilities. Provides funding through a competitive process to States and transit agencies to purchase or lease low or no emission transit buses and related equipment, or to lease, construct, or rehabilitate facilities to support low or no emission transit buses.
Section 5312 (Mobility on Demand (MOD) & Public Transportation Innovation)	Funds projects that promote innovative business models and products to deliver high quality, seamless and equitable mobility options for all travelers.

For more details: www.transit.dot.gov/grants

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TRIBAL GOVERNMENT TRANSPORTATION FUNDING: CHART 24

Federal Highway Administration Programs

Highway Account

Tribal Transportation Program

Provides access to basic community services to enhance the quality of life for tribal communities. This program replaces the Indian Reservation Roads program.

Federal Lands Transportation Program

Provides funding for projects that provide access to or within federal or tribal land.

Federal Lands Access Program

Provides funding to improve access to transportation facilities that are located on or adjacent to, or that provide access to federal or tribal land.

Federal Lands Planning Program

Provides funding for transportation planning activities on federal lands or tribal facilities, similar to the Statewide and Metropolitan Planning (PL) funding.

Federal Transit Administration Programs

Mass Transit Account

Public Transportation on Indian Reservations

Provides funding for capital, operating, planning, and administrative expenses for public transit projects for rural tribal communities.

Note: While all federally recognized tribes can participate in the Tribal Transportation Program (TTP), only those with a tribal transportation plan and a transportation improvement plan are eligible to receive TTP funds.

For more information on FHWA programs visit https://www.fhwa.dot.gov/fastact/factsheets/tribaltransportationfs.cfm

For more information on the FTA program visit https://www.transit.dot.gov/tribal-transit

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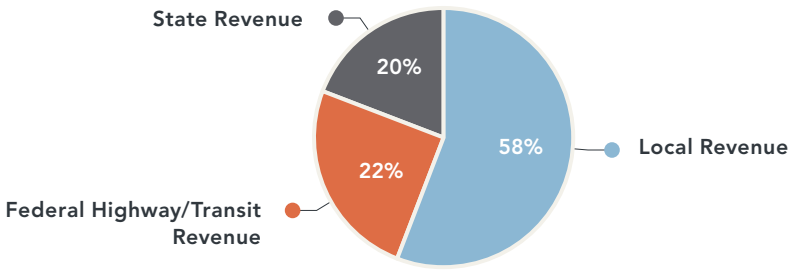
CALIFORNIA HIGHWAY/TRANSIT FUNDING, 2016-17*: CHART 25



Sources of Revenues

Federal Revenues (in millions)	
Federal Funds to State Highways	$4,855
Federal Funds to Transit Operations	$1,500
Total for Federal Highway and Transit	*$6,355*
Federal Funds to High Speed Rail	$1,068
State Revenues (in millions)	
Weight Fees	$1,053
Base Excise Tax	$2,890
Gasoline Sales Tax/Swap Excise	$1,326
Diesel Sales Tax	$502
Total for State Revenues	*$5,771*
Local Revenues (in millions)	
TDA (0.25% from BOE)	$1,626
Sales Tax Measures	$5,058
RTPA Revenues	$2,241
Transit Revenues	$3,142
Street and Road Revenues	$4,500
Total for Local Revenues	*$16,566*
Grand Total	**$28,692**

Federal Share includes Highway and Transit Funding only

* Last year of complete raw data available for cities and special districts; for more information, please visit State Controller's website at https://bythenumbers.sco.ca.gov/browse?category=Raw+Data

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