



CALIFORNIA
Counties



Effects of COVID-19 on County Transportation Funding

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Transportation Funding: COVID Impacts

- **Total state fuel tax revenue reductions of approximately \$1.5 billion**
- **\$487 million lost to cities and counties**

Transportation Funding Source	2019-20 May Revision	Difference from January	2020-21 May Revision	Difference from January
Gasoline Excise	\$6,604	-\$565	\$6,990	-\$543
Diesel Excise	\$1,197	-\$12	\$1,134	-\$127
Weight Fees	\$1,165	-\$61	\$1,139	-\$131
Diesel Sales	\$943	+\$27	\$578	-\$386
Transportation Improvement Fee (TIF)	\$1,725	+\$190	\$1,727	+\$85
Road Improvement Fee	\$1	+\$1	\$10	-\$1
<i>dollars in millions</i>				

County Formula Transportation Funds

- **\$246 million reduction to counties as compared to January 2020 estimates**
- **Highway Users Tax Account (HUTA)**
 - \$70 million reduction to counties in 2019-20
 - \$60 million reduction to counties in 2020-21
- **Road Maintenance and Rehabilitation Account (RMRA)**
 - \$59 million reduction in 2019-20
 - \$57 million reduction in 2020-21

Ongoing Uncertainty

- **How long do revenue reductions last?**
- **Are there permanent changes to travel behavior?**
- **Fee-based revenue streams more stable than fuel-based revenue streams**

County Stimulus Priorities

- **Backfill HUTA and RMRA losses by formula**
- **Maintain fix-it-first strategy**
- **Prioritize local bridge funding**
 - Nearly \$400 million in shovel-ready or nearly-ready local bridge projects in California
- **Prioritize local safety projects**
 - Local agencies could put out approximately \$200 million in short lead-time/“quick-build” safety improvement projects



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Questions?

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