



Caltrans®

Transportation Funding and Major Programs

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State Transportation Funding

- State Excise Taxes
 - Gasoline and Diesel
- Federal Funding
- State Commercial Vehicle Weight Fees
- Sales Taxes on Diesel
- Transportation Improvement Fee
- Zero Emission Vehicle (ZEV) Fee

Primary Funding for Transportation

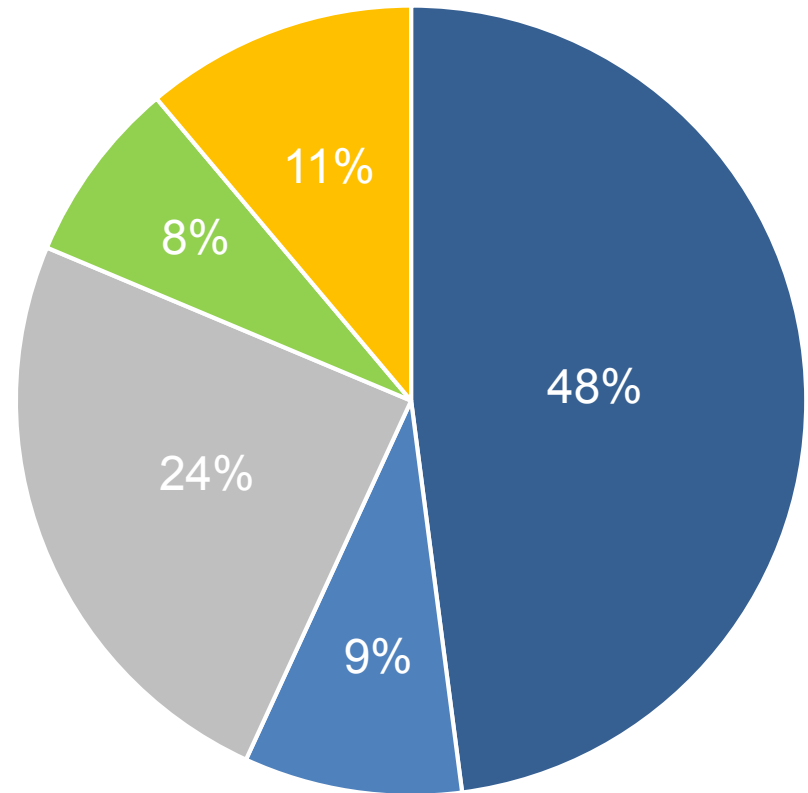
- Gasoline
 - Federal Excise Tax – 18.4 cents per gallon (cpg)
 - State Base Excise Tax – 30 cpg*
 - Incremental Excise Tax – 11.7 cpg in 2018-19
 - Adjusts to 17.3 cpg on July 1, 2019
- Diesel
 - Federal Excise Tax – 24.4 cpg
 - State Excise Tax – 36 cpg *
 - Sales taxes – 10.5%*
- Transportation Improvement Fee
 - \$25 - \$175 due at time of annual registration based on value of vehicle as determined by Department of Motor Vehicles
- Road Improvement Fee (Zero-Emission Vehicles)
 - \$100 due at time of annual registration on zero-emission vehicles model year 2020 and later
- Vehicle Weight Fees
 - Used to service debt on transportation-related bonds
 - “Back-filled” by Incremental Excise Tax on gasoline

**Includes Senate Bill 1 (SB 1) elements*

Major Resources for State & Local Transportation

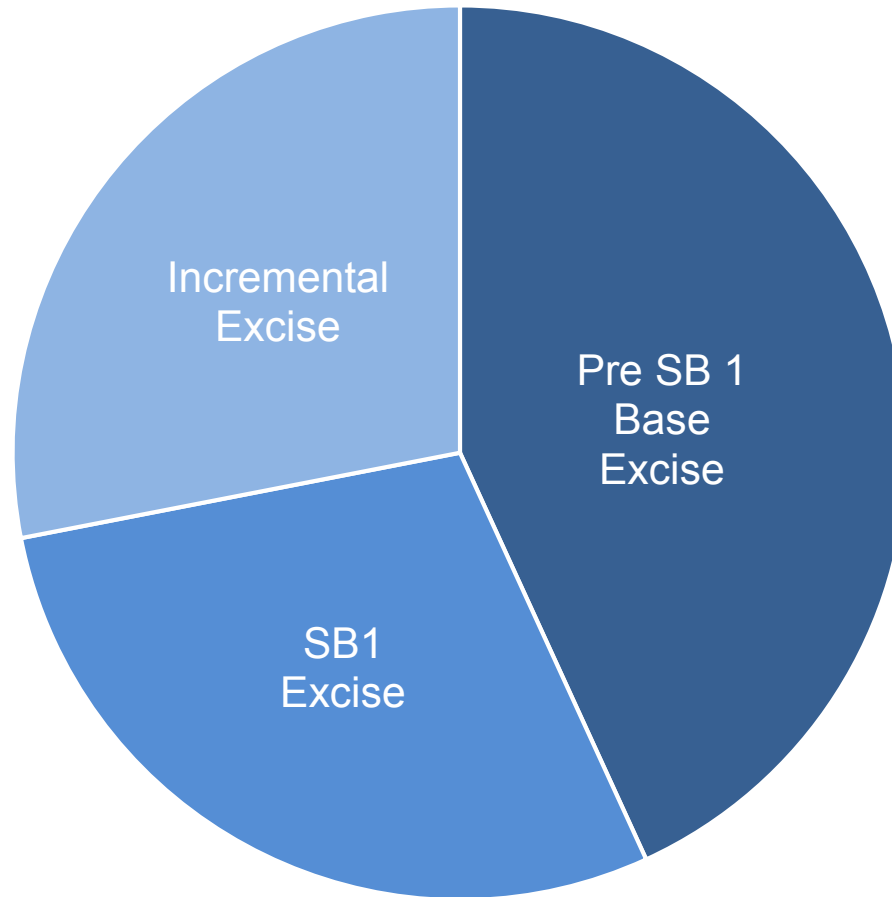
(Based on 2018-19 Projections by Department of Finance)

- Excise Tax on Gasoline
- Excise Tax Diesel Fuel
- Federal Resources
- Sales Tax on Diesel Fuel
- Transportation Improvement Fee



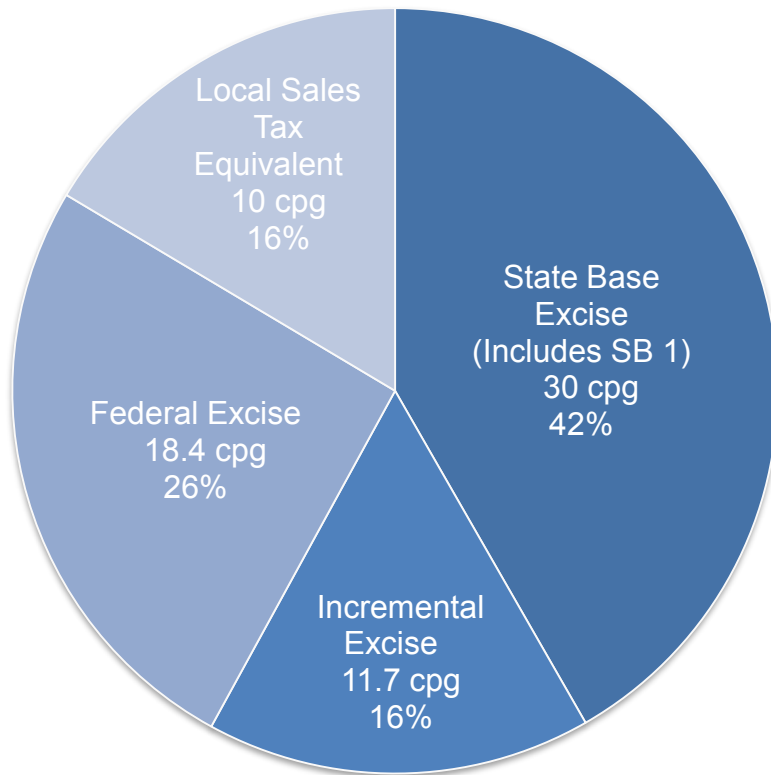
Note: Does not separate Weight Fee collections due to Weight Fee Backfill pursuant to Streets and Highways Code, Section 2103(a)(1)(A)
Does not include sales tax measure revenue collected by counties

The Components of State Excise Tax on Gasoline

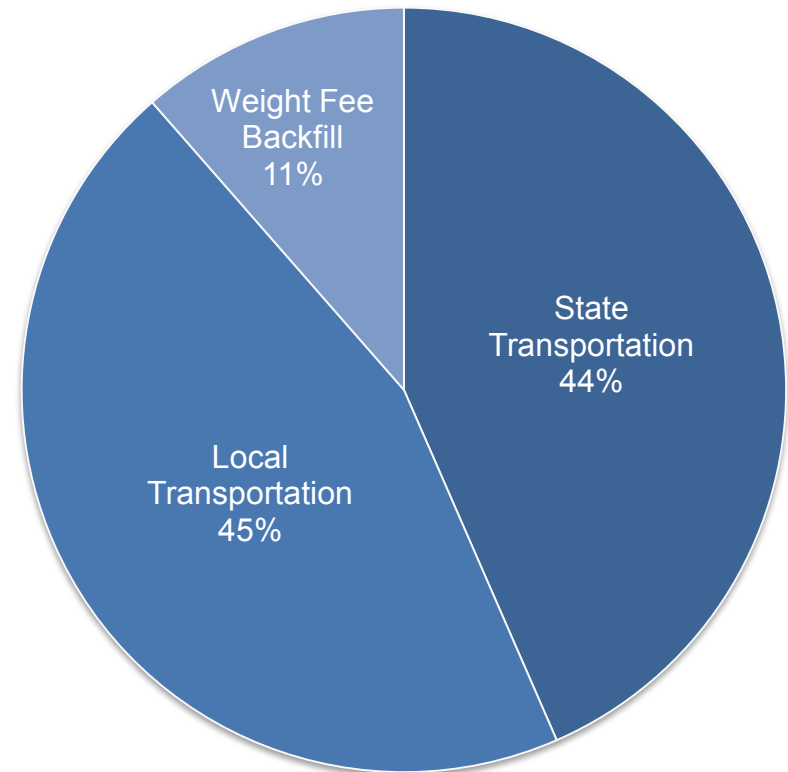


Sources and Uses of 2018-19 Fuel Taxes on Gasoline in California

Components of Tax on Gasoline Up to 72 Cents per Gallon



Uses of Tax collected on Gasoline Up to 72 Cents per Gallon



Based on 2018-19 Projection by Department of Finance.

Incremental Excise Tax adjusts to 17.3 cents per gallon on July 1, 2019.

Total tax varies by county. Does not include 2 cent per gallon Underground Storage Tank Maintenance Fee.

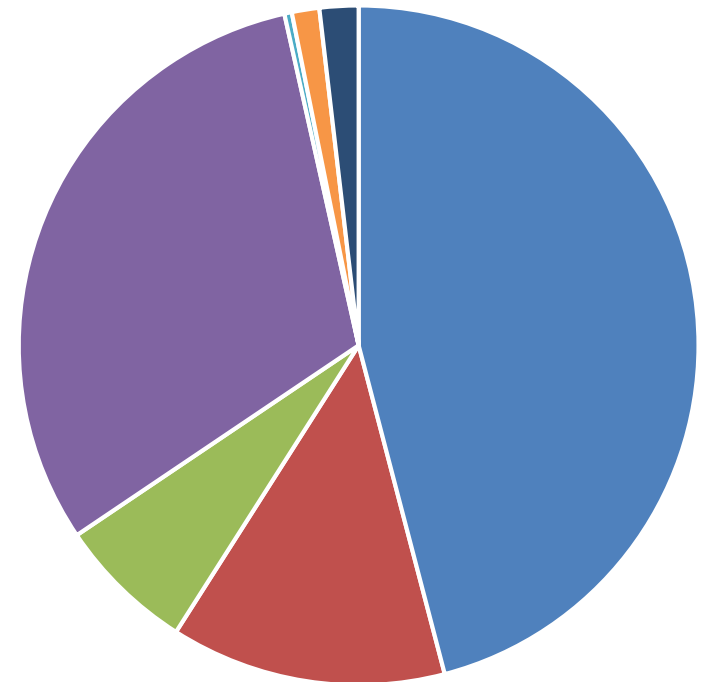
10-Year SB 1 Revenue Forecast

10-Year Total - \$54 billion

First 10 Years of SB1 Revenues

(dollars in millions)

➤ Gasoline Excise Tax increases	\$	24,823
➤ Diesel Excise Tax increases	\$	7,086
➤ Diesel Sales Tax increases	\$	3,533
➤ New Transportation Improvement Fee	\$	16,716
➤ New Zero Emissions Vehicle Fee	\$	191
➤ Loan Repayments	\$	706
➤ Caltrans Efficiencies	\$	1,000
Total New SB1 Revenues	\$	54,054



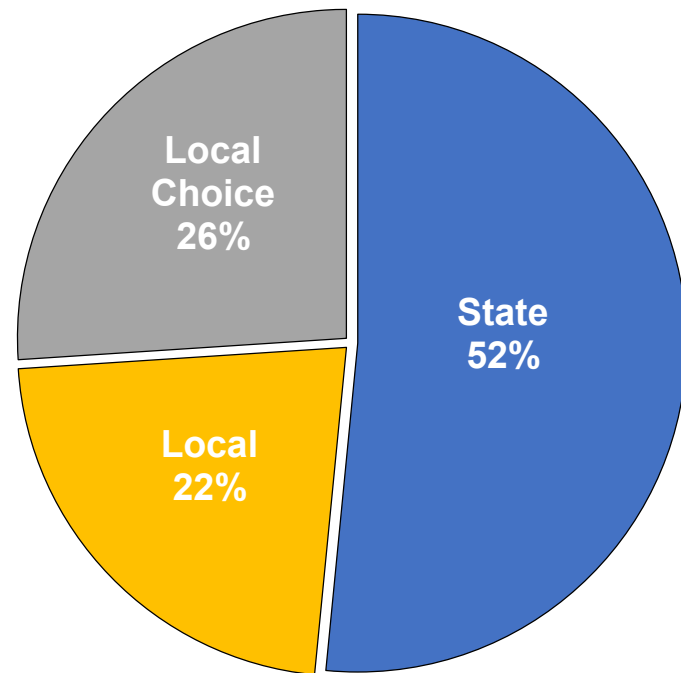
- Gasoline Excise Tax
- Diesel Excise Tax
- Diesel Sales Tax
- Transportation Improvement Fee
- ZEV Fee (CPI)
- Loan Repayment
- Caltrans Efficiencies

Major Transportation Programs in California

- State Transportation Improvement Program
- Trade Corridor Enhancement Program
- Solutions for Congested Corridors Program
- Active Transportation Program
- Local Partnership Program
- State Highway Operation & Protection Program
- Local Streets and Roads
- Transit and Intercity Rail Capital Program
- State Transit Assistance
- State Rail Assistance

Funding Breakdown

Type	Program
■ State	SHOPP/Maintenance
	Federal
	STIP (Interregional Transportation Improvement Program)
	Trade Corridor Enhancement Program (State Nominated)
	Solutions for Congested Corridors Program (State Nominated)
■ Local	Local Streets and Roads
■ Local Choice	Federal Subvention
	STIP (Regional Transportation Improvement Program)
	Trade Corridor Enhancement Program (Local Nominated)
	Solutions for Congested Corridors Program (Local Nominated)
	Active Transportation Program
	Local Partnership Program
	Local Planning Grants



■ **Local Choice** represents funding held at the state level for projects selected by local agencies, provided they are approved by the California Transportation Commission.

Notes: Does not include Public Transportation Account resources or associated programs

State Transportation Improvement Program (STIP)

Program Description

- The STIP is a five-year program that focuses on projects that increase capacity on or off the state highway system. The STIP consists of two broad programs; the Regional Transportation Improvement Program (RTIP) consisting of locally nominated projects and the Interregional Transportation Improvement Program (ITIP) which are state nominated projects.

Funding Sources

- Funded primarily with revenues derived from the state and federal gasoline excise tax. RTIP receives 75 percent of available funds and ITIP receives the remaining 25 percent.

Program Uses & Restrictions

- RTIP projects include roadway rehabilitation, bridge replacements, commuter rail systems, and active transportation projects.
- ITIP projects include state highway improvement, intercity passenger rail systems, and other projects that improve the interregional movement of people, vehicles and goods. A minimum of 15 percent must be used for intercity passenger rail systems.

Trade Corridor Enhancement Program (TCEP)

Program Description

- The TCEP provides funding for infrastructure improvements along trade corridors of national significance and those with high freight volumes, with the goal of enhancing safety and security, improving economic competitiveness and mitigating impacts to surrounding communities and environment

Funding Sources

- Funded with a portion of the revenue from the SB 1 revenues and federal freight funds

Program Uses & Restrictions

- Eligible projects include improvements to state highways, local roads, freight rail systems, port facilities, truck corridors, intelligent transportation systems, and environmental mitigation
- Project applicants must provide 30 percent match of the project cost with either private, local, federal or state funds

Solutions for Congested Corridors Program (SCCP)

Program Description

- The SCCP was established to reduce congestion in highly traveled and highly congested corridors through performance improvements

Funding Sources

- Funded entirely with \$250 million annually from SB 1 revenues

Program Uses & Restrictions

- Eligible projects include improvements to state highways, local streets and roads, rail facilities, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work
- SCCP funds may only fund the construction component of a project, and cannot be used to construct general purpose lanes on a state highway
- SCCP funding may not be used to supplant other committed funds or fund cost increases

Active Transportation Program (ATP)

Program Description

- The ATP was established to fund and promote alternative transportation options to encourage active modes of transportation, such as biking and walking

Funding Sources

- Funded with both federal and state funds including \$100 million annually from SB 1 revenues

Program Uses & Restrictions

- Funding distributed based on demographic and population metric
- Eligible projects include infrastructure projects that promote program goals and active transportation plans, such as Safe Routes to Schools
- At minimum, 25 percent of total funding must be awarded to disadvantaged communities

Local Partnership Program (LPP)

Program Description

- The LPP was established to incentivize local and regional transportation agencies that have passed tax measures and other transportation fees, with funding for road maintenance and rehabilitation, sound walls, and other transportation improvement projects

Funding Sources

- Funded entirely with \$200 million annually from SB 1 revenues

Program Uses & Restrictions

- Eligible projects include improvements to the state highways, local roads, transit facilities, bicycle and pedestrian safety, environmental impact mitigation, sound walls, and the acquisition and rehabilitation of transit equipment
- LPP funds may not be used to supplant other committed funds and cannot fund project cost increases

State Highway Operation & Protection Program (SHOPP)

Program Description

- The SHOPP is a four-year program of projects that addresses major rehabilitation and reconstruction work on state highways, bridges, supporting infrastructure, safety and emergency repairs

Funding Sources

- Funded with federal and state resources including SB 1 revenues

Program Uses & Restrictions

- Eligible projects include major capital improvements that preserve and protect the State Highway System (SHS), including maintenance, safety, operation, rehabilitation, and emergencies
- SHOPP funds may not be used for new lanes and other capacity increasing projects

Local Streets and Roads Program (LSRP)

Program Description

- The LSRP provides funding to cities and counties for road maintenance, rehabilitation, and critical safety projects on the local streets and roads system

Funding Sources

- Funding from state gasoline and diesel excise tax revenues including SB 1 revenues

Program Uses & Restrictions

- Apportioned by the State Controller to cities and counties based on formulas outlined in statute
- Eligible projects include, but are not limited to road maintenance and rehabilitation, safety projects, railroad grade separations, complete streets components
- SB 1 funded projects have additional reporting requirements

Transit and Intercity Rail Capital Program (TIRCP)

Program Description

- The TIRCP was established to provide capital improvements to modernize California's rail, bus and ferry transit systems with the intention of reducing greenhouse gas emissions

Funding Sources

- Funded from SB 1 revenues, Cap-and-Trade resources, and a one-time repayment of transportation loans

Program Uses & Restrictions

- Eligible projects include the enhancement, expansion and improvement of rail, bus and ferry transit systems that increase service levels, reliability and decrease travel times
- TIRCP projects must demonstrate a reduction in greenhouse gas emissions

State Transit Assistance (STA)

Program Description

- The STA provides a source of state funding to eligible public transportation operators and other transportation agencies to support local and regional transit operating and capital needs

Funding Sources

- The program is funded with revenues derived from the state sales tax on diesel fuel and SB 1 revenues

Program Uses & Restrictions

- STA funds are allocated by formula to operators and agencies based on population and transit operator revenues
- Eligible projects or services include but are not limited to transit capital projects, acquisition or maintenance of equipment, and enhancement of transit services
- Portions of STA funding have specific reporting requirements

STA - State Rail Assistance (SRA)

Program Description

- The SRA was established by SB 1 to provide intercity and commuter rail agencies with additional revenue for operations and capital investments to improve and modernize the state's rail, bus and ferry transit systems with the intention to reduce greenhouse gas emissions.

Funding Sources

- Funded from of sales tax on diesel fuel

Program Uses & Restrictions

- 50 percent is allocated to transit agencies responsible for state-supported intercity rail services
- 50 percent is allocated to transit agencies responsible for commuter rail services
- Available for operations including expanded service, outreach, increased customer amenities, and discounted tickets
- Available for capital investments including new and cleaner-emissions rolling stock, track and station investments

Additional Resources

- California Transportation Financing Package

<http://dot.ca.gov/budgets/docs/caTransportFinancePackage2018-19.pdf>

<http://dot.ca.gov/budgets/docs/chartC-2018-19.pdf>

- Transportation Funding in California

http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt_files/california-transportation-funding.pdf

The image is a detailed budget chart titled "STATEMENT OF CALIFORNIA BUDGET ITEMS WITH TRANSPORTATION CATEGORY". It is organized into a grid with multiple columns and rows. The columns represent different funding sources or categories, and the rows represent specific budget items. The chart includes various numerical values and text descriptions, providing a comprehensive overview of the transportation budget structure.

