

Transportation Funding in California

2014



**Economic Analysis Branch
Division of Transportation Planning
California Department of Transportation**

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2014



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Disclaimer

This guide is intended to provide an overview of transportation funding sources and apportionments to entities and programs. The information stated in this guide should not be used for accounting purposes, as it is reliant on various sources and may create financial inconsistency. Any stated financial figures are subject to change.

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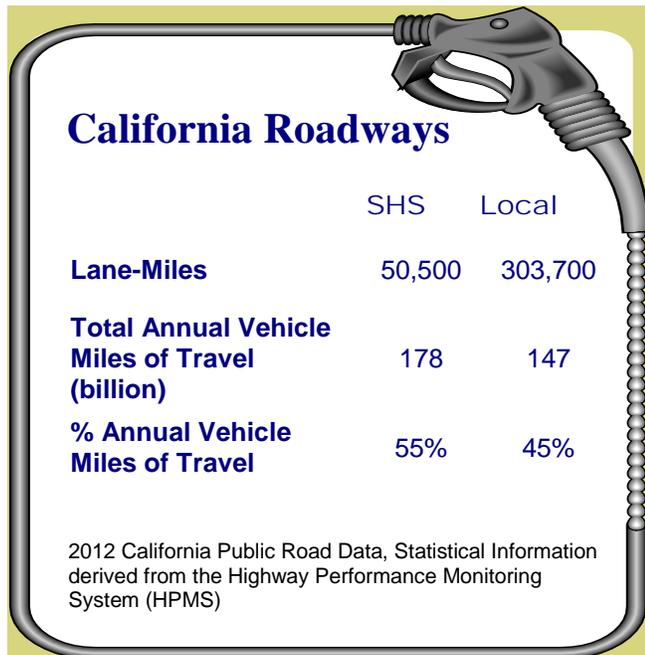
An Overview of the Transportation System

California’s transportation network consists of streets, highways, railways, airports, seaports, bicycle routes, and walkways. This network provides people and businesses with the ability to access destinations, move goods, services, and information throughout the state. The state, regional, and local governments share the network’s construction, operation, and maintenance. Moreover, funding to pay for these activities come from federal, state, and local taxes, fees and assessments, and private investments. This collaborative effort results in a well-integrated transportation network that provides mobility for over 38 million people, while helping California sustain its position as the world’s eighth largest economy.

The State Highway System and Local Roadways and Streets

Californians register nearly 32 million vehicles and drive 324 billion miles throughout the state per year. The California Department of Transportation (Caltrans) owns, plans, designs, constructs, operates, and maintains over 50,500 lane miles (15,100 centerline miles) of interstate freeways and state routes known as the State Highway System (SHS).

Metropolitan planning organizations and regional transportation planning agencies are responsible for planning, coordinating, and financing local transportation projects. Regional agencies and local governments operate and maintain approximately 303,700 lane miles (140,600 centerline miles) of public roads and streets.



Public Transit

Over one billion passenger-boarding trips are made annually in California through more than 400 transit operators. These operators provide services such as fixed-route buses, dial-a-ride programs, local and express commuter services, and paratransit. Local governments, regional agencies, and Caltrans operate or finance public transit (bus or rail service). Commuter rail service such as *Metro Link*, *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 five light rail systems, providing regional service for daily commuters. At the state level, Caltrans manages two intercity routes operated by Amtrak, the *Pacific Surfliner* and *San Joaquin*, and financially supports a third, the *Capitol Corridor* (managed by Capitol Corridor Joint Powers Authority).

Other Modal Services

Airports, seaports, railways, ferries, bicycle routes, and pedestrian pathways are maintained by regional and local agencies, and private businesses. These modes provide Californians with alternative means 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. The state exported approximately \$168 billion in goods across the world in 2013.

The Transportation System's Decision Makers

Decision makers from federal, state, tribal, regional, and local governments direct, 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. The federal effort is carried forward through authorizations such as Moving Ahead for Progress in the 21st Century Act (MAP-21) and discretionary programs such as Transportation Investment Generating Economic Recovery (TIGER) and Transit Investments for Greenhouse Gas and Energy Reduction (TIGGER) grants. The United States Department of Transportation (U.S. DOT) is responsible for implementing and enforcing regulations and allocating funds to states and regional and local agencies. The U.S. DOT is comprised of multiple divisions that are responsible for specific transportation areas such as highways, transit, aviation, safety, and other emphasis areas. Caltrans primarily partners with the Federal Highway Administration (FHWA) and the Federal Transit Administration (FTA).

State Level

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

California State Legislature

The Legislature establishes further policies and financial sources through state statutes such as the *Revenue and Taxation Code*, the *Streets and Highways Code*, and the *Government Code*, thus, signifying the initiatives and spending priorities of policymakers for transportation. Every year, the Governor and Legislature appropriate funds for the transportation network through the annual budget. In addition, the Legislature has the authority to designate transportation projects statutorily.

For more information visit: <http://www.legislature.ca.gov/>

California Transportation Commission

The CTC consists of eleven 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. The CTC's responsibilities include 1) recommending policies and funding priorities to the Legislature, 2) providing project oversight for the state, 3) adopting state transportation programs, and 4) approving projects nominated for funding by Caltrans and regional agencies.

For more information visit: <http://www.catc.ca.gov/>

Caltrans

Caltrans supports the transportation network primarily by planning, designing, constructing, and maintaining the SHS to account for motor vehicles and active transportation modes. This effort involves nominating interregional capital improvement projects to the CTC for construction. In addition, Caltrans partners with Amtrak to operate intercity rail lines and collaborates with federal, state, regional, and local entities to advance the transportation network.

For more information visit: <http://www.dot.ca.gov/>

Tribal Governments

There are 110 federally recognized tribes, and many non-recognized tribes residing in 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 20*). In turn, 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

Metropolitan planning organizations (MPOs), regional transportation planning agencies (RTPAs), and local governments maintain public streets and roads and allocate resources to the SHS. These entities partner with federal and state agencies to meet transportation mandates and carryout the objectives of policymakers on behalf of the public.

Metropolitan and Regional Planning Organizations

The federal government has designated 18 MPOs with populations greater than 50,000 people in California. The State of California has designated 26 RTPAs with populations less than 50,000 people. 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:

http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2010%20RTPGuidelines_Jan2011_Technical_Change.pdf

Local Government Level

As of 2013, California has 482 incorporated cities and 58 counties; each local government has authority over their roads, streets, and land-uses within their jurisdictional boundary. Local governments and transit operators nominate transportation projects for funding to their regional transportation planning organizations. County transportation authorities are responsible for developing expenditure plans for self-imposed, voter-approved, local sales tax measures.

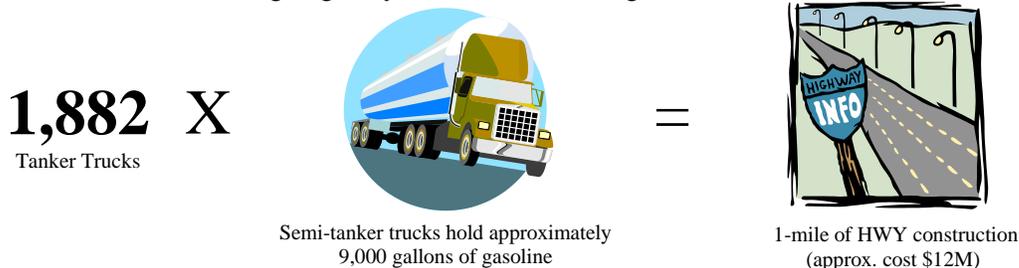
Transportation Funding Sources

California’s transportation network receives funding from federal, state, local governments, and private investments (*Chart 1*). Federal, state, and local revenues are collected through: 1) user fees, 2) property access charges, and 3) subsidies. Regional and local governments provide approximately 49% in transportation funding, whereas, the state provides 27% and the federal government provides 24%. The transportation network received approximately \$27 billion for Fiscal Year 2013-14 (*Chart 3*).

Transportation Funding Sources		
User Fees	Property Related Charges	Subsidies
<ul style="list-style-type: none"> • Federal and state gas taxes • Federal and state diesel taxes • Vehicle weight fees • Tolls • Public transit fare 	<ul style="list-style-type: none"> • Property taxes • Benefits assessment districts • Developer fees 	<ul style="list-style-type: none"> • Sales taxes • General Funds provided by federal, state, and local governments • Externalized Costs

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

Funding Highway Construction through Gasoline Taxes



Gasoline Tax¹
 State Excise Tax: \$0.395
 Federal Excise Tax: \$0.184
 Other State Taxes/Fees: \$0.1297
 Total taxes/fees collected per gallon of gasoline: \$0.7087

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).

- About 85% of the HTF account goes into the Highway Account. FHWA appropriates funding to each state for specific purposes (*Chart 18*).
- The remaining 15% 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 19*).

¹ Source: American Petroleum Institute (2014) State Motor Fuel Taxes: Notes Summary. Retrieved from <http://goo.gl/ZFB6AI>

- California receives approximately 90% of its contributions of collected taxes through the Federal Obligation Authority (OA).

For more information visit:

http://www.fhwa.dot.gov/reports/financingfederalaid/financing_highways.pdf

State Funds

State Fuel Excise Tax: As of July 1, 2014, California collects 36¢/gallon excise tax on gasoline and 11¢/gallon on diesel fuel—generating approximately \$3.0 billion a year. The total amount of State Fuel Excise Tax revenues (*Chart 2*) are divided between the State Highway Account (SHA) and local entities according to a statutory formula (*Chart 5*).

The excise tax on gasoline is comprised of two taxes:

- The base state excise tax (Proposition 111, 1990) has remained at 18¢/gallon since 1994. Cities and counties receive approximately 36% and the state receives 64% of this revenue.
- The price-base excise tax for Fiscal Year (FY) 2014-15 is 18.0¢/gallon. Revenue is first used to backfill weight fees that are diverted to the General Fund. The remaining funds are allocated between local roadways (44%), new construction projects (STIP, 44%), and highway maintenance and operations (SHOPP, 12%).

The Fuel Tax Swap was first enacted in 2010—Assembly Bill (AB) x8-6 and Senate Bill (SB) 70. 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-base excise tax. The California Board of Equalization (BOE) is required to adjust this rate annually. The passage of AB 105 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 (*Chart 3*).

For more information visit: http://lao.ca.gov/analysis/2011/transportation/tax_swap_012511.pdf

State Sales Tax: As of January 2013, the BOE collects a 6.50% state base sales and use tax (Proposition 30 temporarily added 0.25% until January 1, 2017) and a 1% Bradley-Burns local uniform tax—totaling to a statewide tax rate of 7.50%. Portions of this tax are earmarked for the following transportation programs:

- The 1971 Transportation Development Act (TDA) allows each county to impose a 0.25% sales tax for transportation purposes through the Local Transportation Fund (LTF). The BOE collects and distributes this tax revenue to each county based on a pro rata basis.
- The Public Transportation Account (PTA) provides funding for local transit, as outlined in the Transportation Development Act. The sole source of revenue for this Account is from the state sales tax on diesel fuel. The sales and use tax on diesel fuel is an additional 1.75% on top of the base sales tax (7.50%) for FY 2014-15 and thereafter according to Revenue and Taxation Code 6051.8, 6201.8, and 60050. This equates to a total sales tax rate of 9.25% for diesel fuel.

Proposition 22 (2010) requires revenue generated from the state's 4.75% base portion of the sales tax on diesel fuel to be split equally between the state and local transit agencies. The additional 1.75% on top of base sales tax on diesel fuel is dedicated to State Transit Assistance fund (STA) for operation and capital purposes (*Chart 6 and Chart 7*).

For more information visit:

http://www.boe.ca.gov/meetings/pdf/022514_P4_Diesel_Fuel_Tax_Rate_Comp_b.pdf

Truck Weight Fees: The state collects commercial vehicle fees based on weight, generating approximately \$900 million a year. The California Department of Motor Vehicles (DMV) calculates weight fees based on the gross weight of commercial vehicles. Fees are collected and deposited into the SHA and then transferred onto the General Fund to pay for transportation debt as mentioned above.

Proposition 1B Bonds: This 2006 Bond Act provided \$19.9 billion for the following projects: congestion relief, goods movement facilitation, air quality improvement, and safety and security enhancements to the transportation network (*Chart 8*).

Local and Other Funds

Local sales tax measures, the Transportation Development Act, transit fares, and other funding sources provide additional funding for various transportation purposes.

Local Sales Tax Measures (Self-Help Counties): Counties are allowed to adopt a sales tax increase for transportation programs—subject to 2/3 local voter approval—and generally last between 20 to 30 years (*Chart 10*).

- Nineteen counties have approved sales tax measures for transportation.
- Four Transit Authorities have approved permanent local tax measures.

Transportation Development Act (TDA): As mentioned above, this 1971 Act provides local agencies with funding for transportation and transit purposes through the LTF and the STA.

Transit Fares: Provide about \$1.2 billion for local transit systems.

Local General Funds and Other Local Funds: This includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures (*Chart 9*).

Motor Vehicle License and Other Fees

The state also collects vehicle license, registration, and driver license fees. However, these revenues are not earmarked for transportation projects. Instead, these revenues are allocated to the California Highway Patrol (CHP) and the Department of Motor Vehicles for traffic law enforcement and regulations (*Chart 17*).

For additional information on California's transportation funding structure visit:

The Legislative Analyst Office: http://www.lao.ca.gov/2007/ca_travels/ca_travels_012607.pdf, or

The California Transportation Commission: <http://www.catc.ca.gov/reports/annualreports.htm>

Federal and State Transportation Programming

Both federal and state governments allocate revenue by programming funds for specific 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 programs each fiscal year. Each year, Congress reviews appropriation bills to allocate funding for all federal agencies, departments, and programs. This action provides the legal authority for federal agencies to spend money during the upcoming fiscal year on administered programs. The federal government can only allocate up to the maximum amount identified in the authorization for the upcoming year—no more.

The FHWA and the FTA are the main recipients of federal transportation funding. The administrations then allocate funding to each state based on various programs (*Chart 18 and Chart 19*).

Current Federal Authorization: Moving Ahead for Progress in the 21st Century

President Barack Obama signed H.R. 4348, otherwise known as MAP-21, on July 6, 2012. This authorization spans from October 1, 2012 to September 30, 2014 and allocates \$105 billion for transportation purposes. Federal-aid highway programs received an obligation of approximately \$40 billion for both FY 2013 and FY 2014. Public transit received approximately \$11 billion for both FY 2013 and FY 2014. MAP-21 extended the federal government's authority to collect motor vehicle fuel excise taxes through September 30, 2016 and truck excise taxes through September 30, 2017. In addition, the passage of MAP-21 resulted in several changes to programs that FHWA and FTA administer (*Chart 18 and Chart 19*).

For additional information visit: <http://www.dot.gov/map21>

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): 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 4*).

State Highway Operation and Protection Plan (SHOPP): Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges.

Local Assistance Program: Caltrans oversees more than \$1 billion in federal and state funding annually to over 600 cities, counties, and regional agencies. The program provides recipients with the opportunity to improve their transportation infrastructure or provide additional transportation services.

PTA According to TDA Law: As referenced above, the STA program disburses funding to MPOs and RTPAs based on a formula that is dependent on an area's population and transit operator revenues. The MPOs and RTPAs then redistribute funding to transit operators within their region.

Active Transportation Program (ATP): In response to the Federal Transportation Alternative Program, Governor Jerry Brown signed Senate Bill (SB) 99 on September 26, 2013, allocating \$129.5 million of federal and the SHA funding to create the State ATP. This program provides funding for safe routes to school, pedestrian, bicycle, and trail projects. Furthermore, disadvantaged communities must receive at least 25% of the program's funding. The CTC is responsible for adopting guidelines and programming projects.

For more information visit:

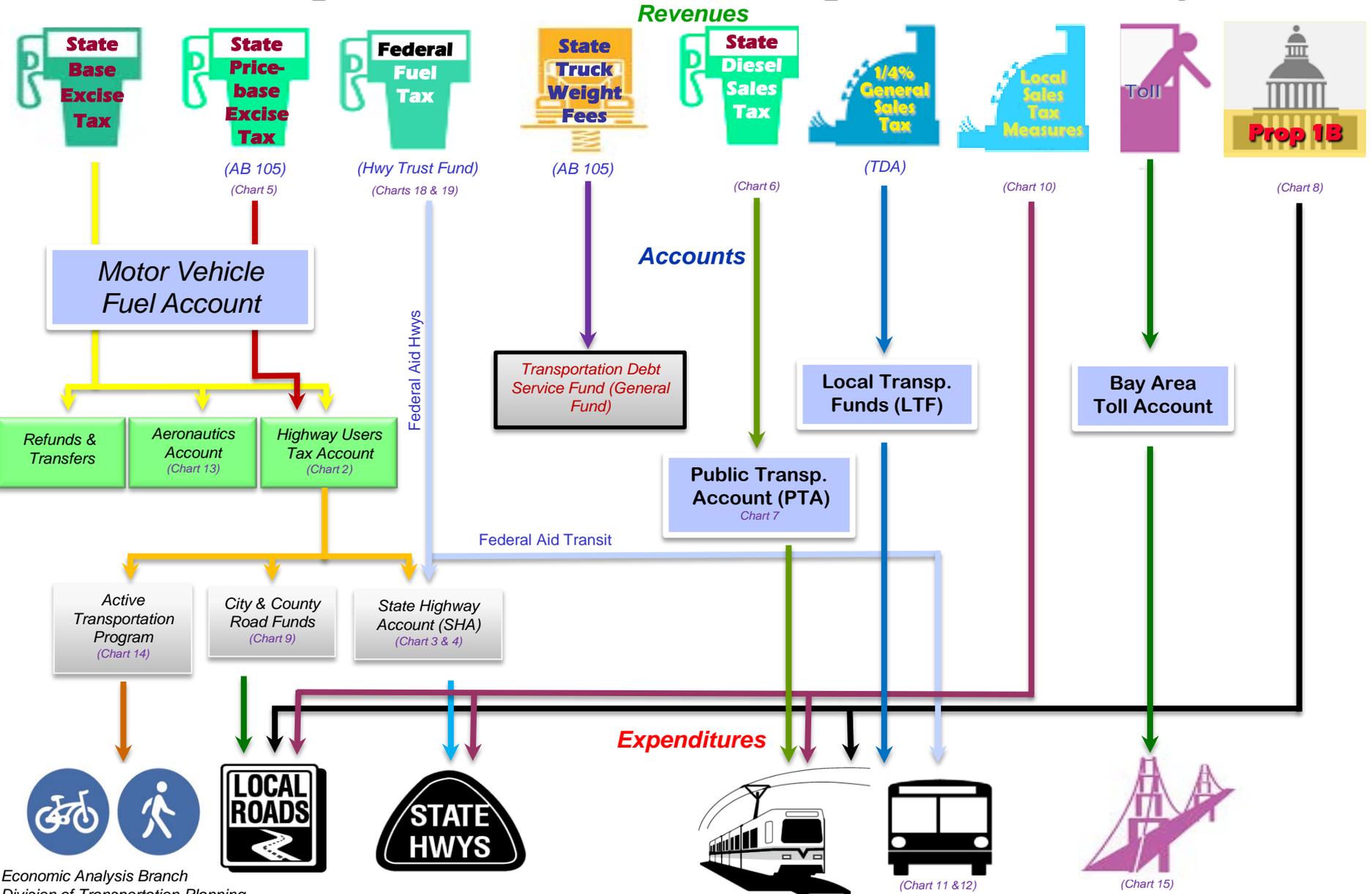
http://leginfo.legislature.ca.gov/faces/billTextClient.xhtml;jsessionid=82dc22340103ac1af64e14debae1?bill_id=201320140SB99

Proposition 1B: Transportation 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. These projects focus on improving state highways and local roads, transit network, freight mobility, and air quality. In partnership with the CTC, Caltrans is responsible for administering a majority of the Proposition 1B funds. Roughly, three-fourths of Proposition 1B projects are complete or under construction for purposes such as SHOPP, Trade Corridors Improvement program, State Route 99, intercity rail projects, and seismic retrofitting of local bridges and overpasses (*Chart 8*).

For more information visit: <http://www.bondaccountability.dot.ca.gov/bondacc/>

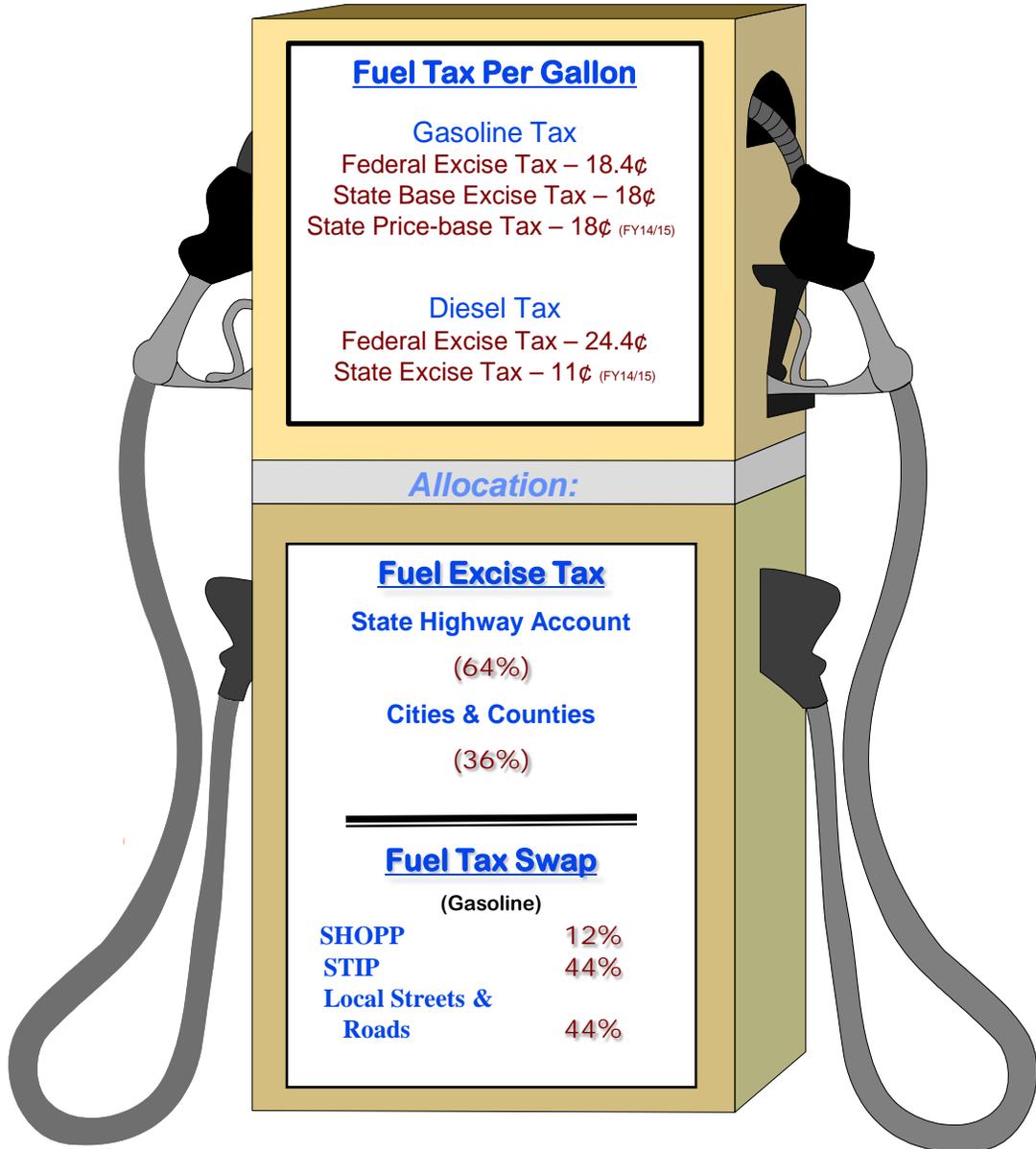
Transportation Funding Charts

A Simplified Overview of Transportation Funding



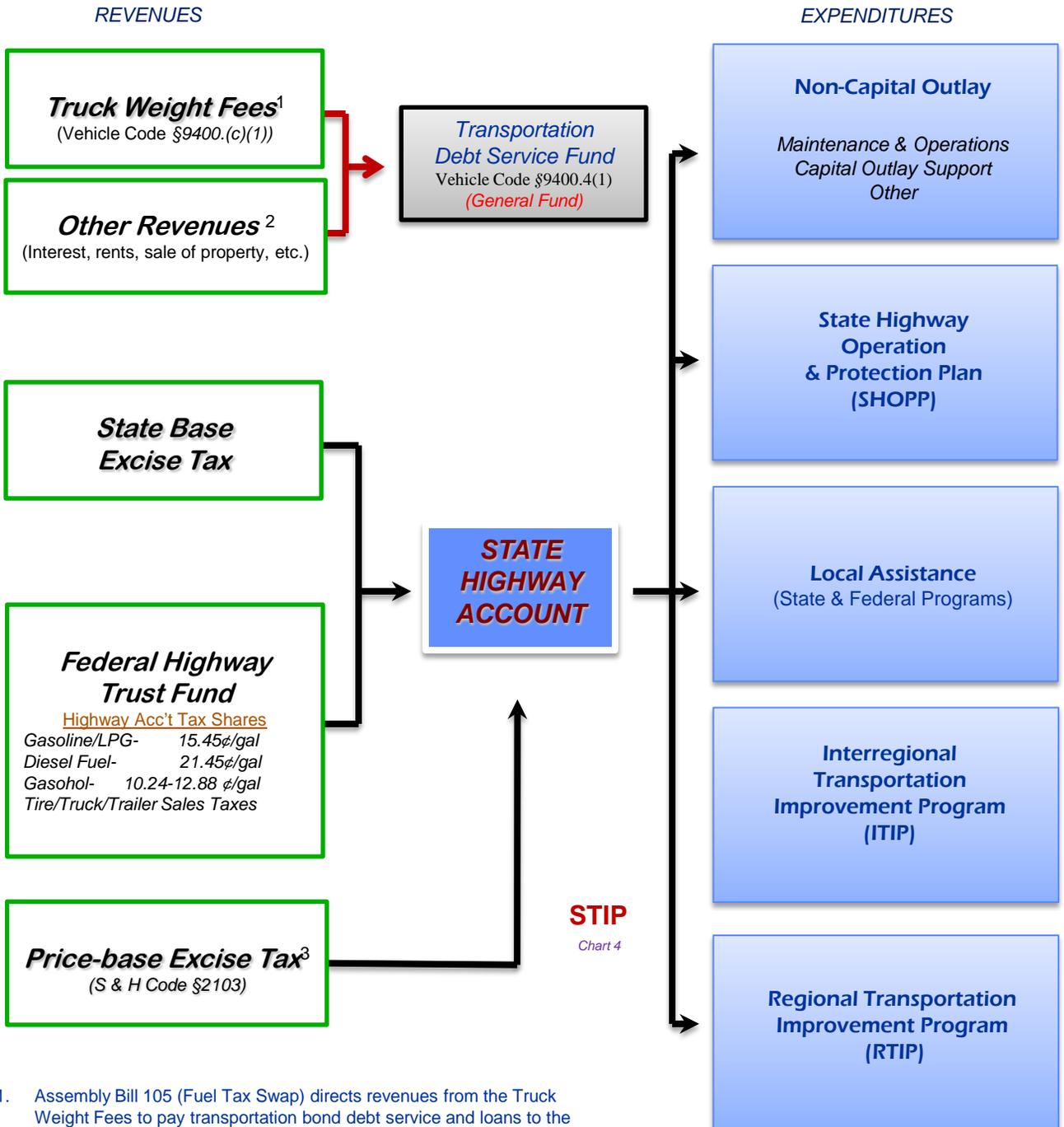
Fuel Excise Tax

(Revenue & Taxation Code, §7360 & 7361.1)



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

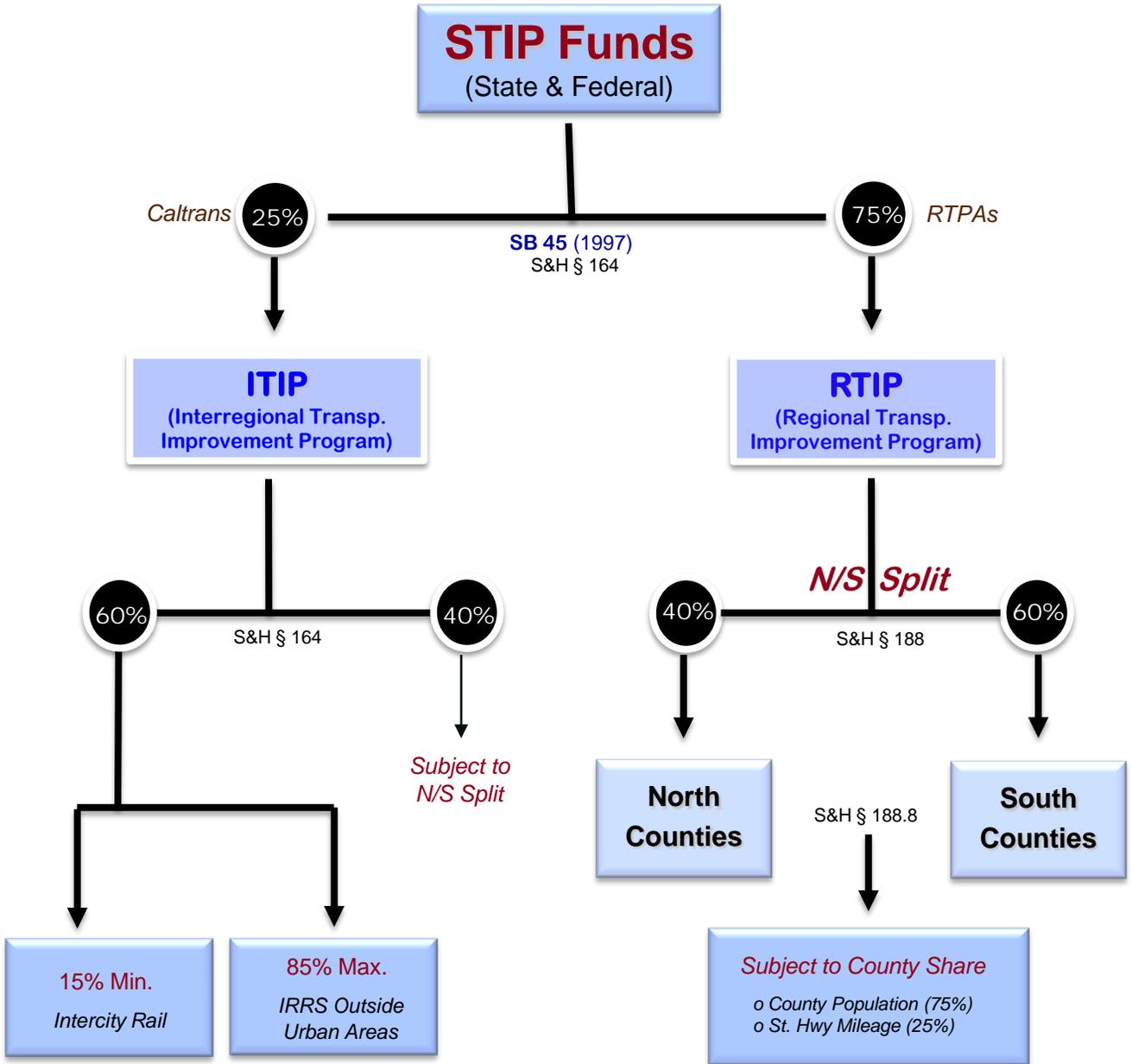
State and Federal Highway Funding



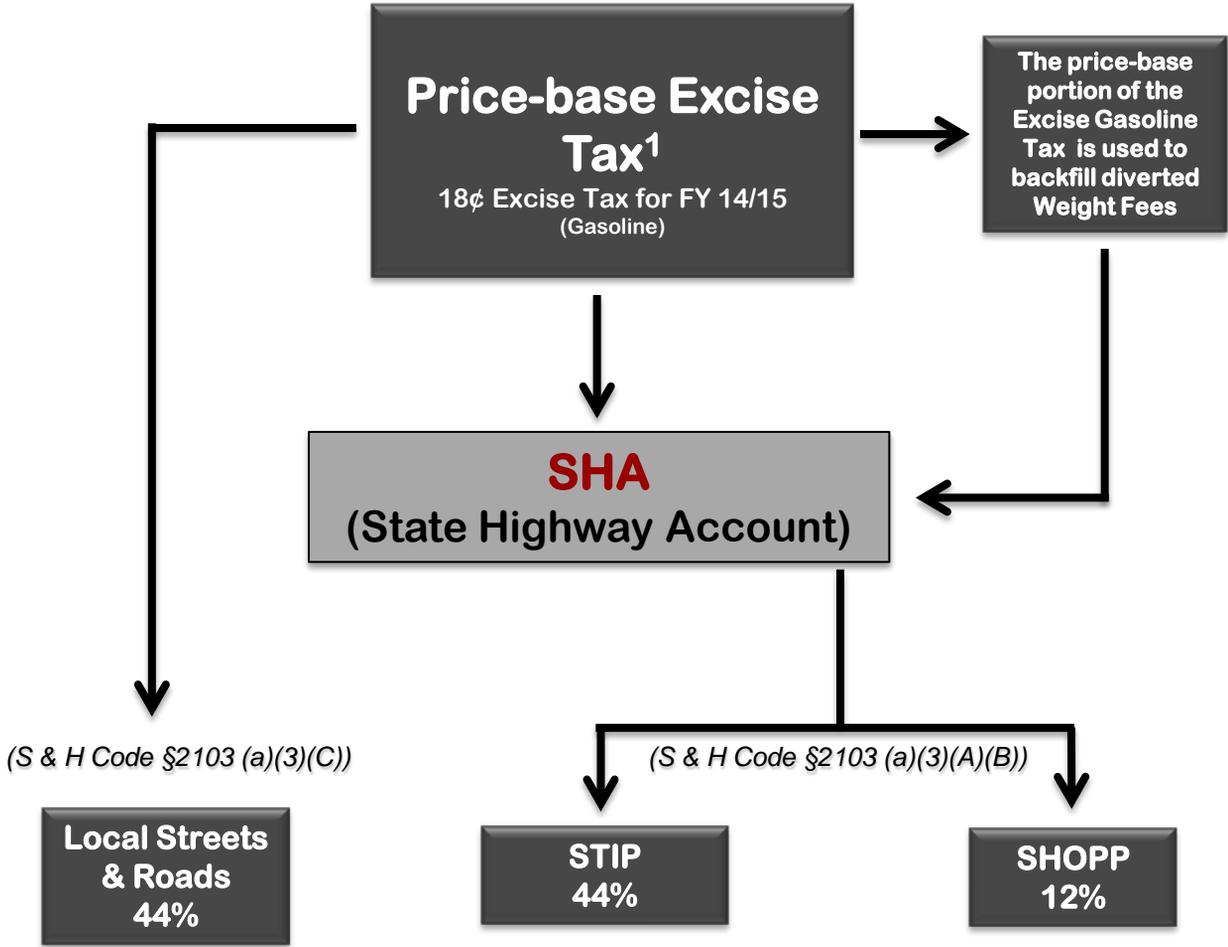
1. Assembly Bill 105 (Fuel Tax Swap) directs revenues from the Truck Weight Fees to pay transportation bond debt service and loans to the General Fund.
2. Includes Article XIX of the State Constitution restricted and non-restricted revenues. These revenues have been diverted from the SHA to the General Fund for debt service for several years and became permanent as of the FY 2013-14 Budget.
3. The Fuel Tax Swap was originally enacted in 2010 as AB x8 6/SB 70 and re-enacted in 2011 through AB 105 in response to Propositions 22 and 26.

STIP Funding Distribution

State/Region, North/South Splits & County Shares



Fuel Tax Swap

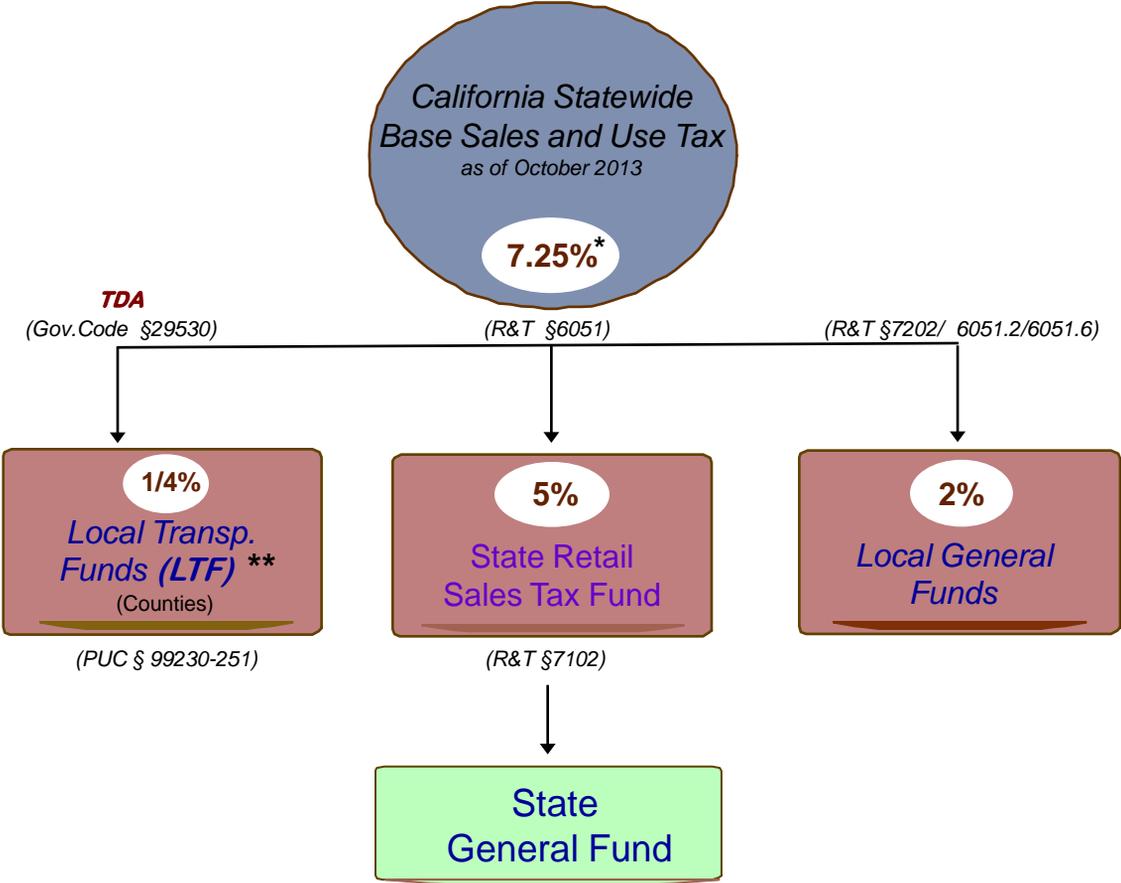


Funding is based on the price-base portion of the excise tax

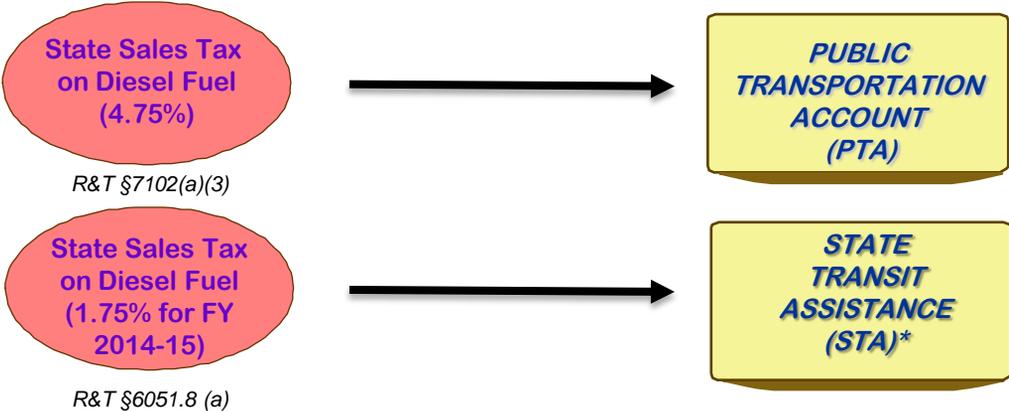
1. The enactment of AB 105 (2011) effectively repealed the provisions of Proposition 42 and subsequent revenue allocation. The California Board of Equalization adjusts the gasoline excise tax rate annually to maintain revenue neutrality had the sales and use tax and excise tax rate not been changed by the Fuel Tax Swap.

AB 105 authorized transfers of weight fee revenues from the SHA to the GF to pay down transportation debt service and loans. An equivalent amount of excise taxes from the fuel tax is transferred to the SHA to offset this diversion and maintain revenue neutrality. The remaining net revenues derived from the new excise tax are allocated as described above (see Streets and Highways Code, Section 2103).

State Sales and Use Tax



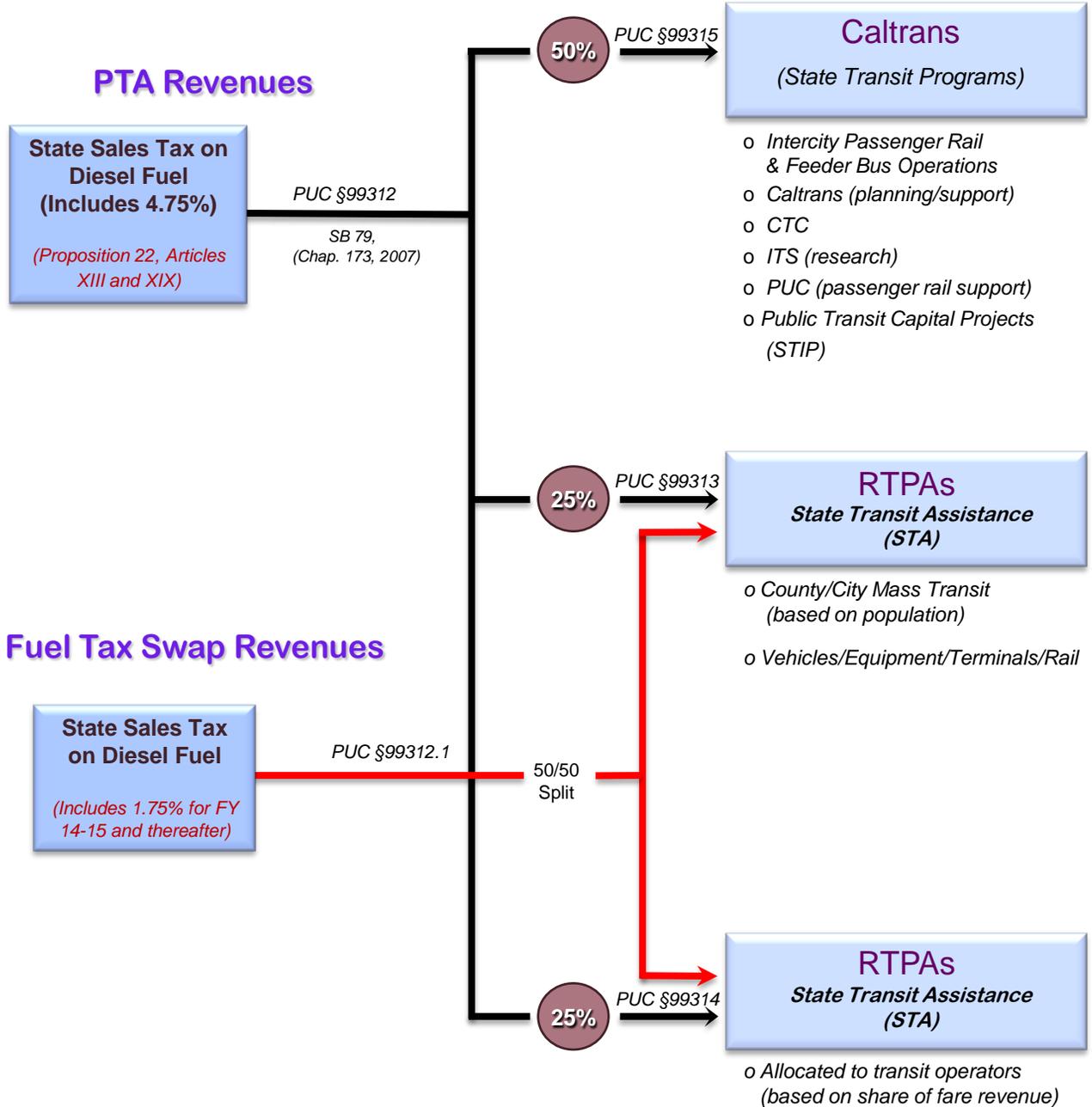
Diesel Fuel Sales Tax



* The temporary sales and use tax increase of 0.25% from Proposition 30 is not included

** Two funding sources within TDA law

Public Transportation Account (PTA)



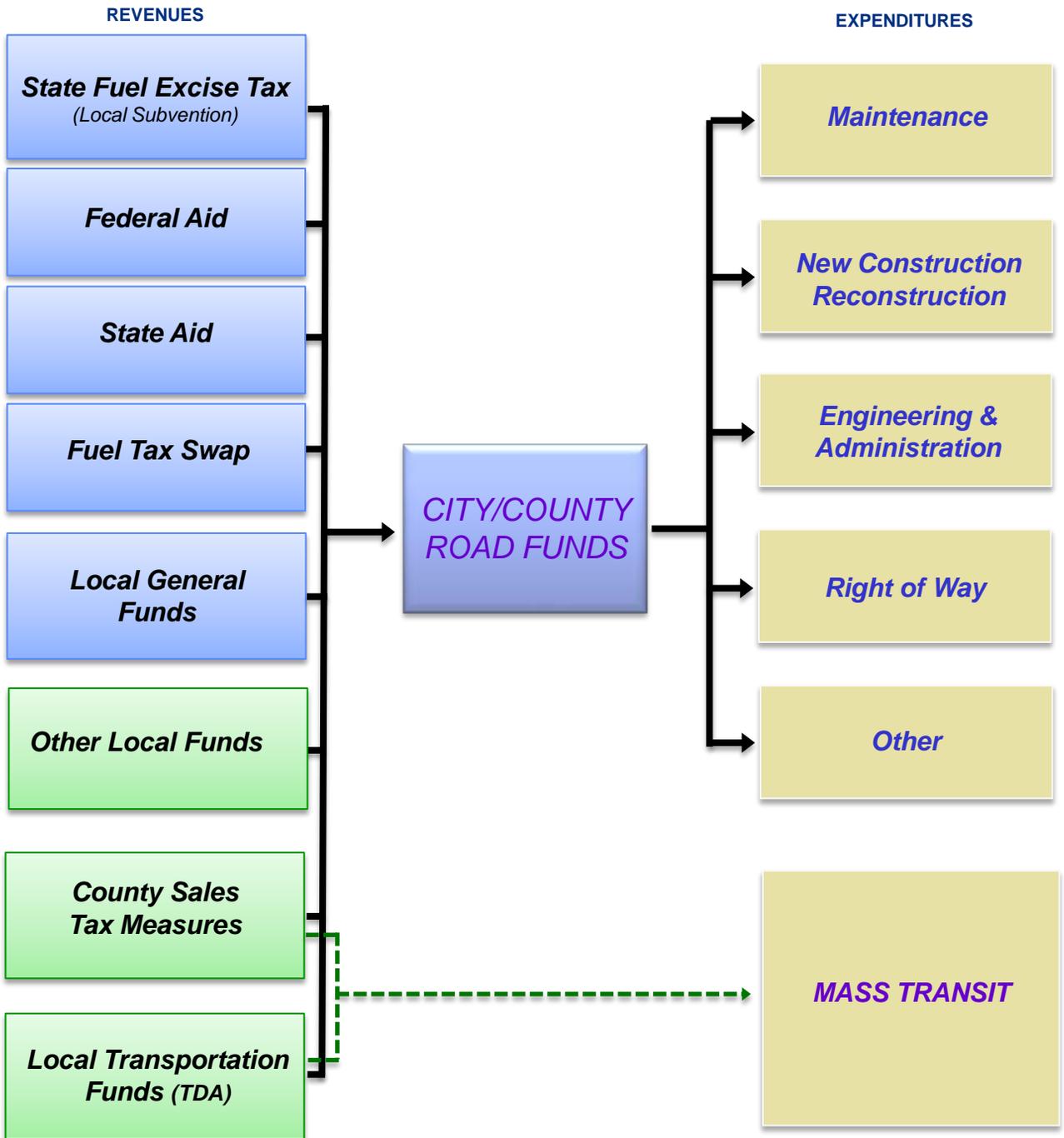
Proposition 1B

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

<i>Account/Program</i>	<i>Available (Billions)</i>	<i>Committed (Billions)</i>	<i>Allocation Plan</i>
<i>Corridor Mobility Improvement Account (CMIA)</i>	<i>\$4.5</i>	<i>\$4.5</i>	- Performance improvements on highly congested travel corridors - Projects are nominated by Caltrans & MPOs/RTPAs - CTC develops guidelines and approves projects
<i>Public Transp. Modernization, Improvement & Service Enhancement</i>	<i>\$4</i>	<i>\$3.18</i>	- Intercity Rail Improvements (\$400M) - Commuter & Urban Rail Improvements (\$3.6B) - Projects nominated by Caltrans/MPOs/RTPAs
<i>California Ports Infrastructure, Security, and Air Quality Improvement</i>	<i>\$3.1</i>	<i>\$2.86</i>	- Multimodal Improvements along federal trade corridors (\$2B) - Freight emission reductions along trade corridors (\$1B ARB) - Grants for port, harbor, ferry terminals security (\$100B)
<i>STIP Funding Augmentation</i>	<i>\$2.0</i>	<i>\$2.0</i>	Deposited in Transportation Facilities Account
<i>Local Streets and Road Improvement, Congestion Relief, and Traffic Safety</i>	<i>\$2.0</i>	<i>\$1.95</i>	
<i>State Route 99 Improvements</i>	<i>\$1.0</i>	<i>\$0.99</i>	
<i>State-Local Partnership Program</i>	<i>\$1.0</i>	<i>\$0.98</i>	State matching funds for local projects (5-year program)
<i>Transit System Safety, Security, and Disaster Response</i>	<i>\$1.0</i>	<i>\$0.54</i>	Allocated by Legislature
<i>Highway Safety, Rehabilitation, and Preservation</i>	<i>\$0.75</i>	<i>\$0.75</i>	- Augments SHOPP funding (CTC) - Includes \$250M for traffic light synchronization projects
<i>Highway-Railroad Crossing Safety</i>	<i>\$0.25</i>	<i>\$0.25</i>	High-priority grade separation and RR crossings
<i>School Bus Retrofit & Replacement</i>	<i>\$0.20</i>	<i>\$0.20</i>	Reduction of air pollution & child exposure to diesel exhaust
<i>Local Bridge Seismic Retrofit</i>	<i>\$0.125</i>	<i>\$0.125</i>	Provides the 11.5% required match for federal Bridge Program

For more information visit www.bondaccountability.ca.org

Local Street and Road Funding



County Transportation Sales Tax Measures

Transit Districts (Permanent 0.5% Taxes)

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

“Self-Help” (Temporary 0.5% Taxes)

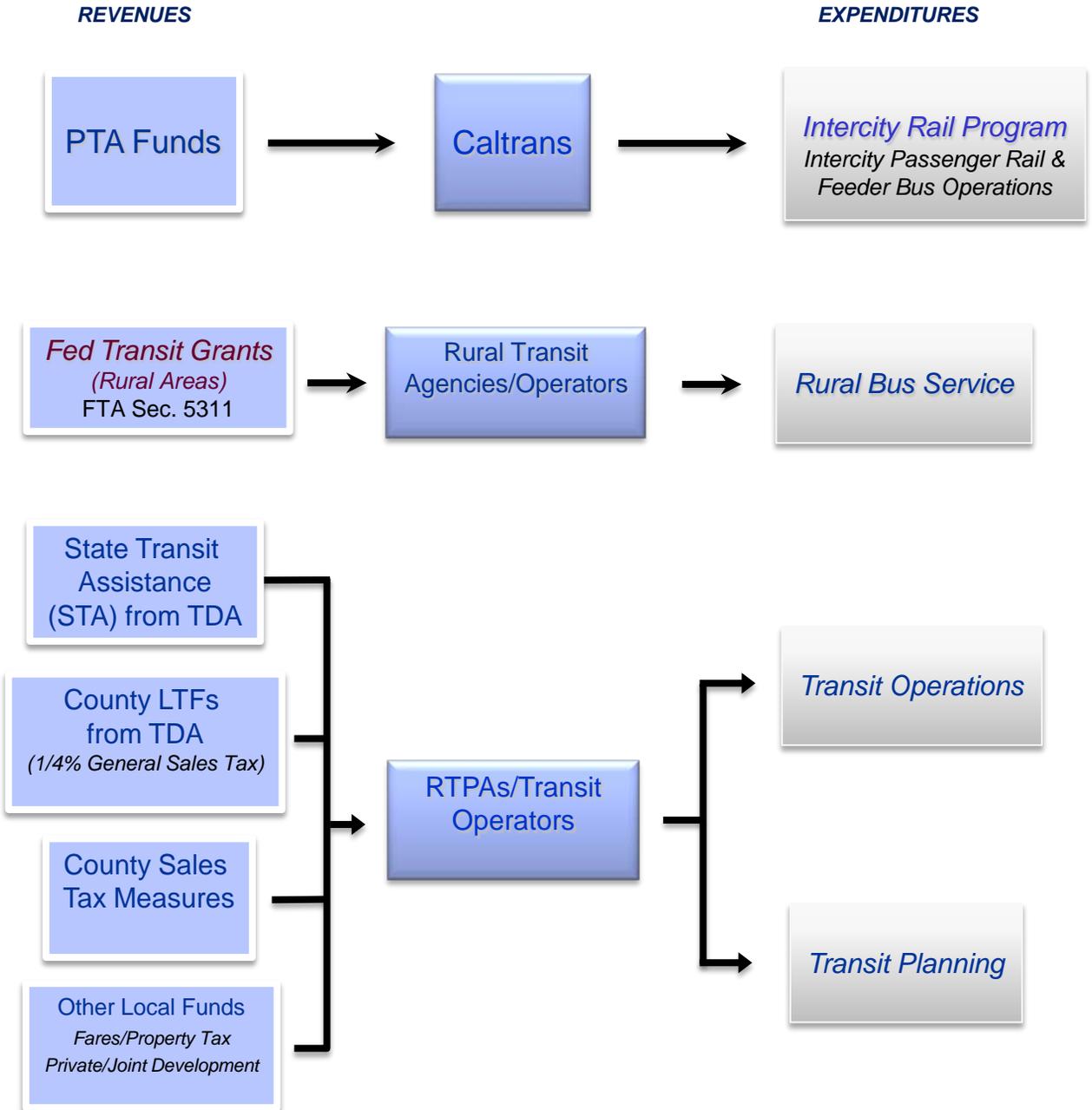
County	Duration	Est. 2014 Rev. (million \$)
Alameda	2002-2022	141
Contra Costa	1989-2034	75
Fresno	1987-2027	67
Imperial	1990-2050	13
Los Angeles (1% Tax)	Permanent	1,449
Los Angeles (Measure R)	2009-2039	725
Madera	1990-2027	8
Marin	2005-2025	25
Napa (Measure T)	2018-2043 (Est.)*	--
Orange	1991-2041	2
Riverside	1989-2039	160
Sacramento	1989-2039	107
San Bernardino	1990-2040	160
San Diego	1988-2048	262
San Francisco	1990-2034	89
San Joaquin	1991-2041	51
San Mateo	1989-2033	78
Santa Barbara	1990-2040	33
Santa Clara	1996-2036	211
Santa Clara (BART Ext 0.125%)	2013-2043 (Est.)	53
Sonoma (0.25% Tax)	2005-2025	21
Sonoma-Marín (SMART 0.25%)	2009-2029	33
Tulare	2007-2037	30
	TOTAL	\$3,793

* Napa will impose a one-half of one percent transactions and use tax for 25 years (Measure T). This tax will fund local street and road improvements and will be implemented once the Flood Protection tax (Measure A) expires. Measure A is expected to expire by 2018.

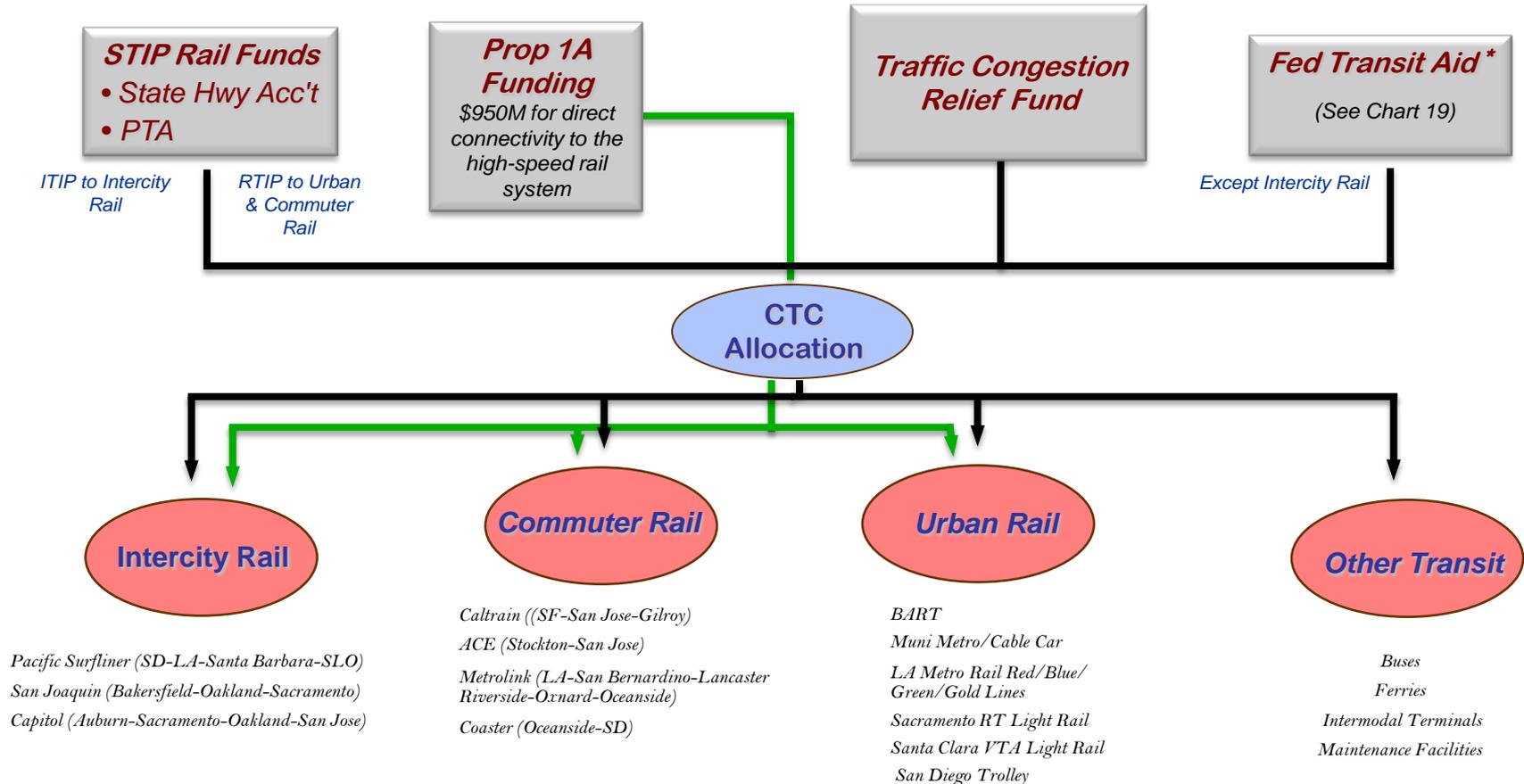
Article XIII B of the State Constitution provides the authority and requirements for the imposition of local sales tax measures subject to voter approval.

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11/2013

Transit and Rail Operations Funding

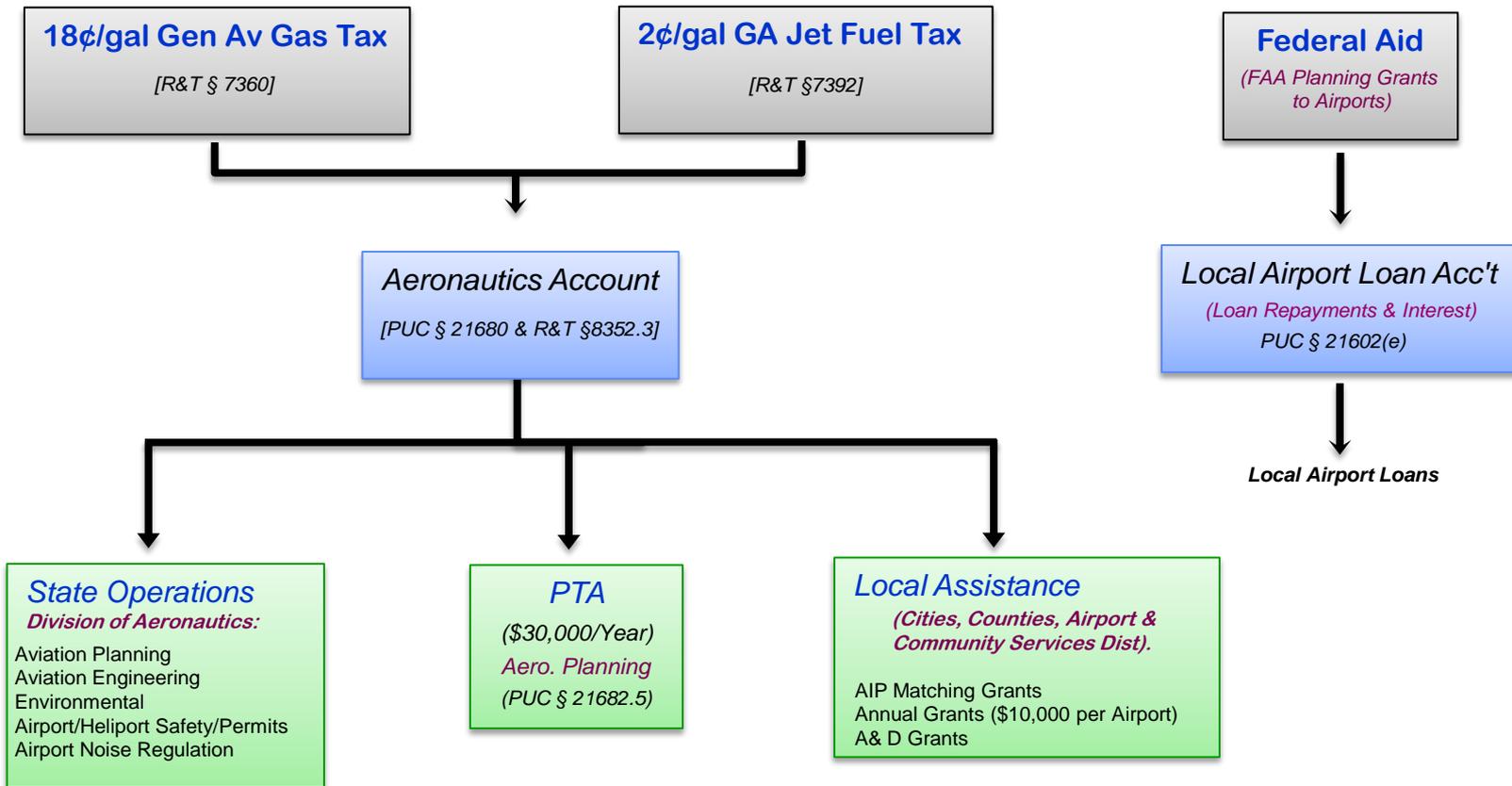


Transit and Rail Capital Funding

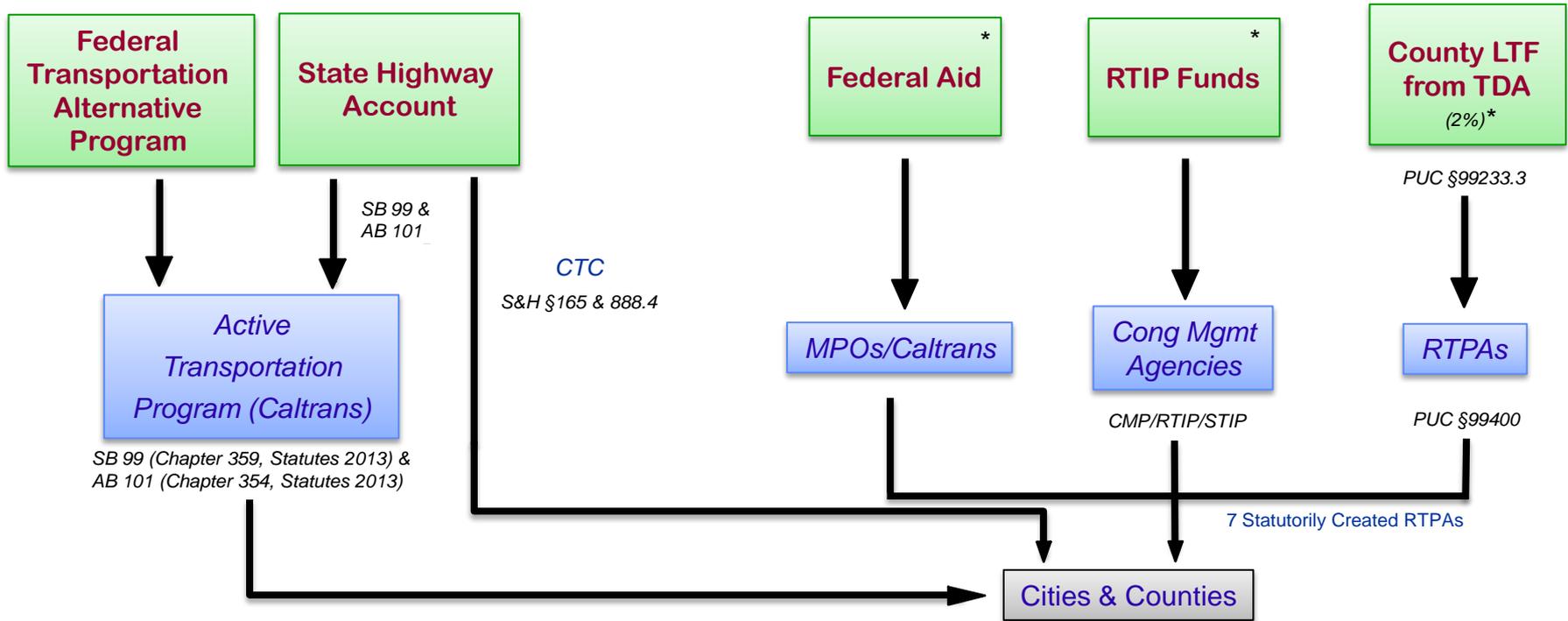


* In addition, Section 104(d)(2) of Fed Hwy Act (Title 23 US Code) provides funding for railway/highway crossing hazard elimination in existing and potential high-speed rail corridors.

State General Aviation Funding



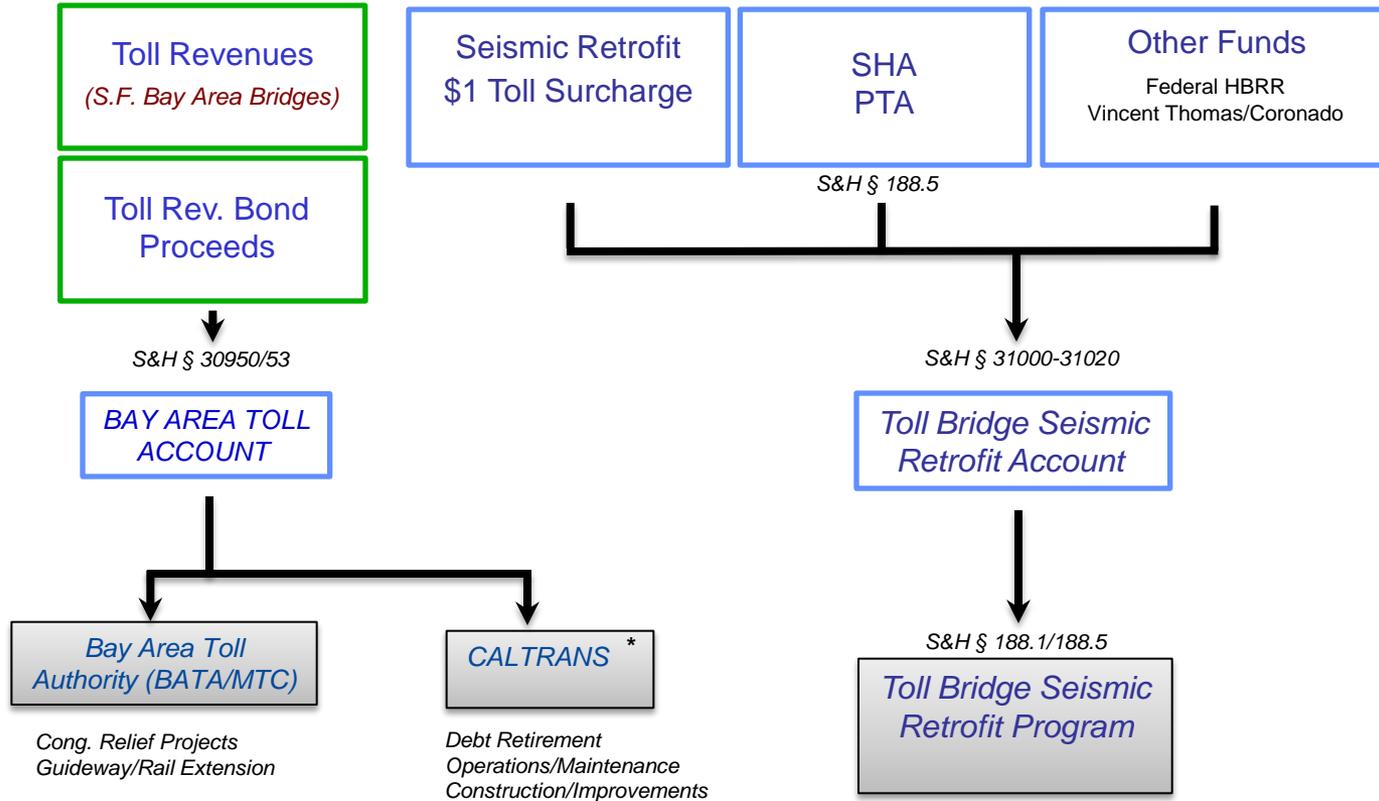
Non-Motorized Transportation Funding



The green boxes represent funding sources and the blue boxes represent fund administrators. Cities and counties are fund recipients.

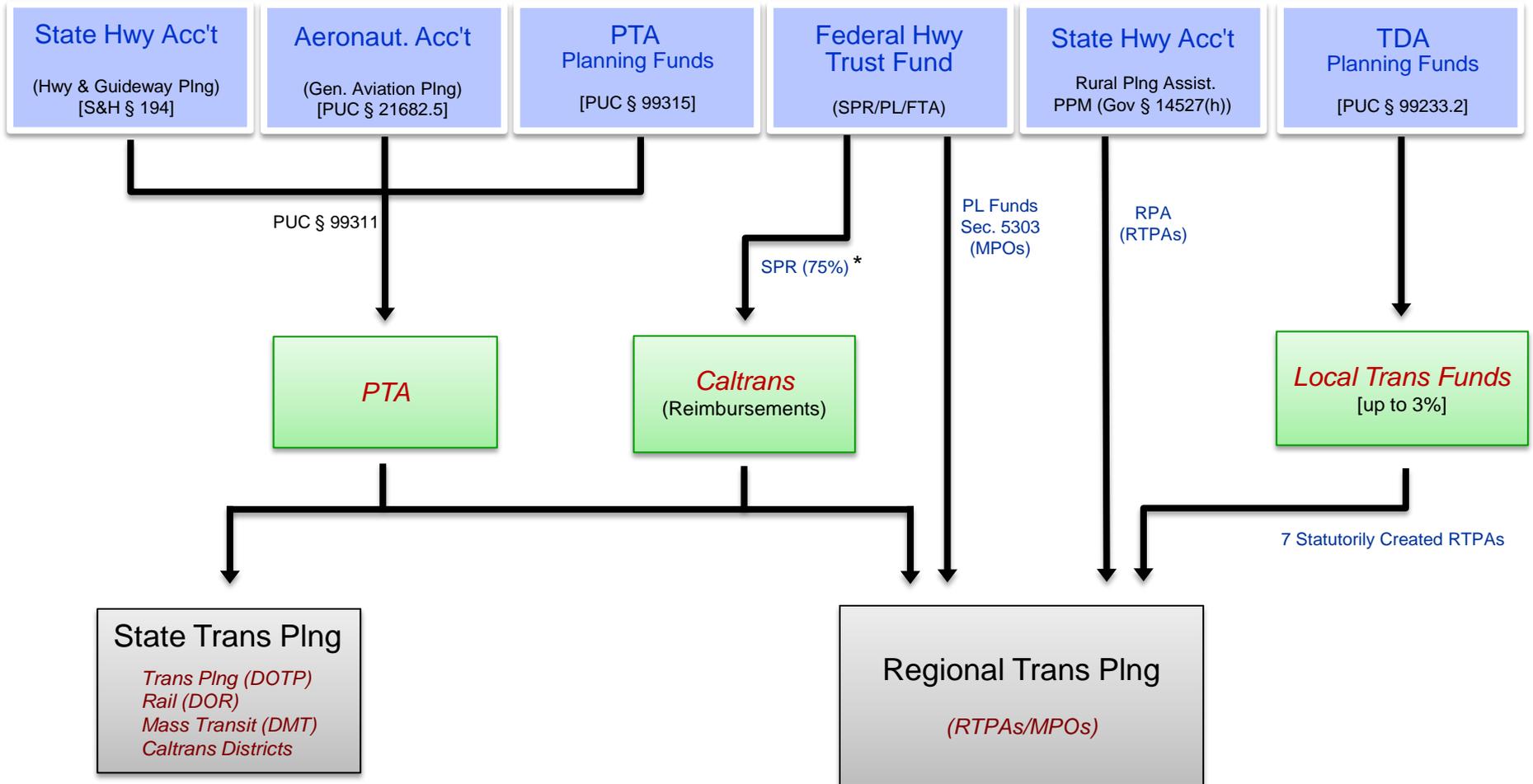
* Bicycle/pedestrian projects are eligible for funding from federal NHS, STP, TEA, CMAQP, Fed Lands Hwy & Bridge programs. The State's EEM program and county sales tax measures also provide funding for non-motorized transportation projects.

State Toll Bridge & Seismic Retrofit Funding



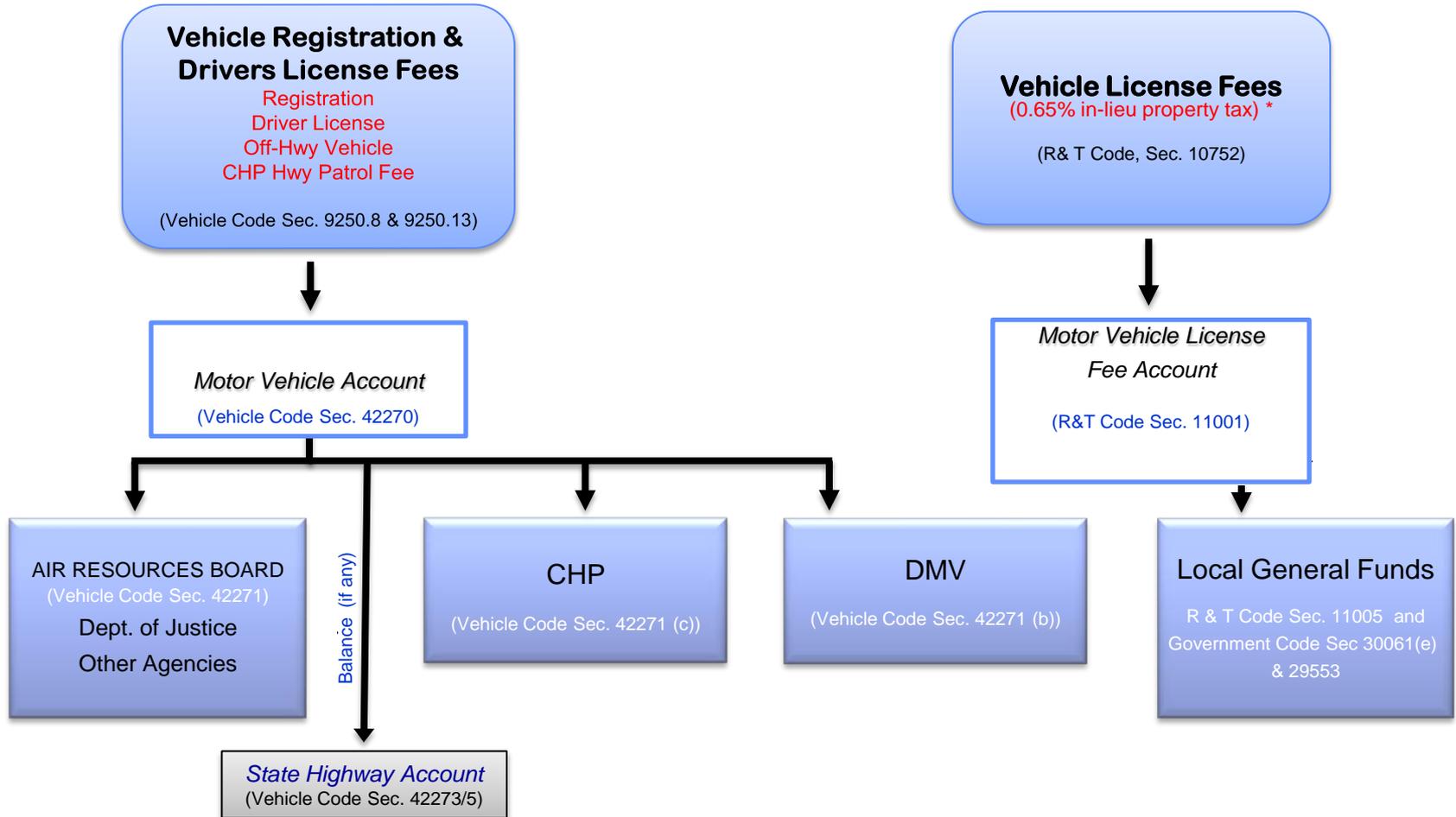
*Caltrans collects tolls and is responsible for the maintenance and capital improvements on all state-owned toll bridges (reimbursed by BATA). Assembly Bill 144 (Chapter 71, 2005) provided additional funding of \$3.6 billion from BATA for the Toll Bridge Seismic Retrofit Program.

Transportation Planning Funds



* The remaining 25% of the SPR funds are used for research.

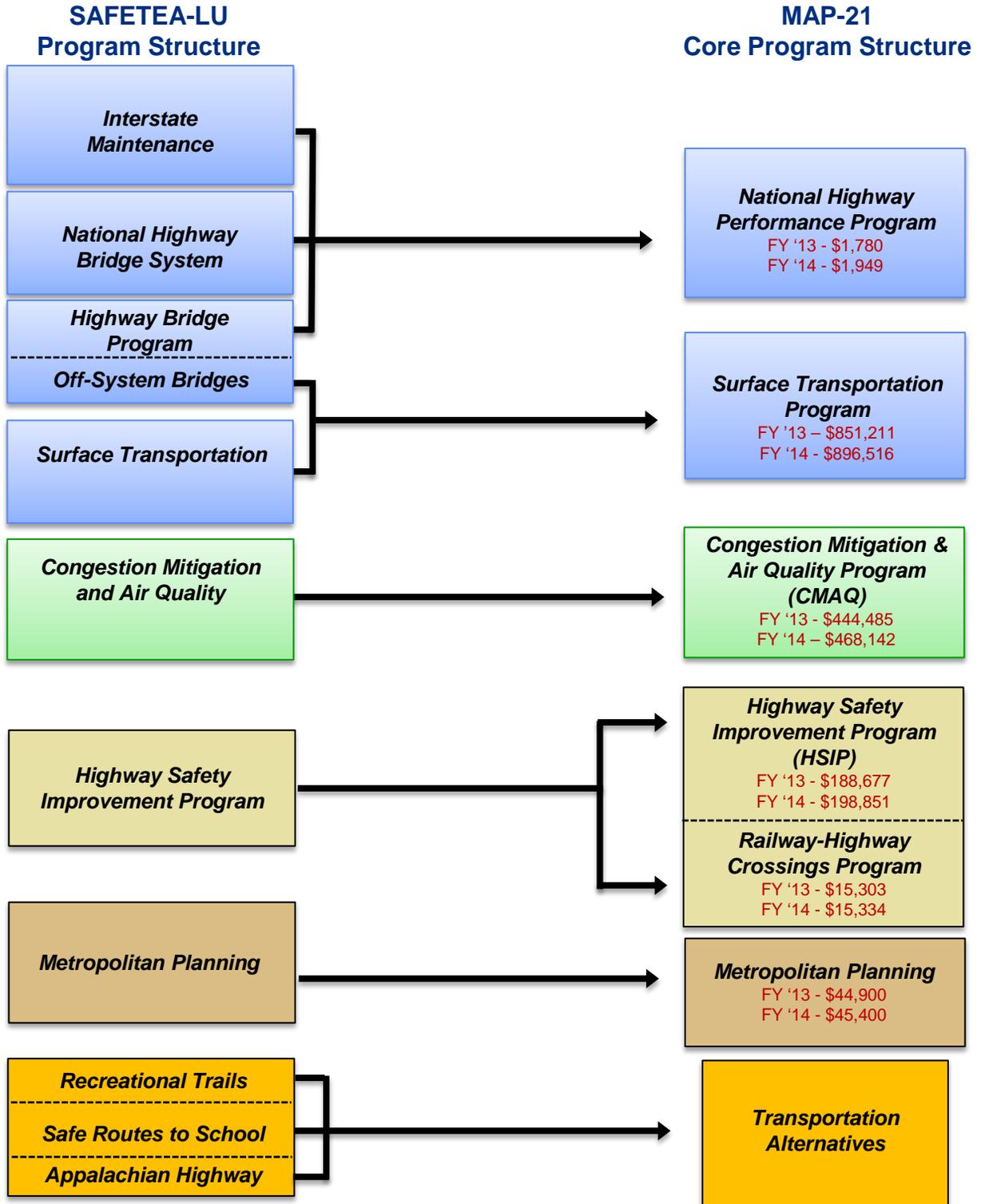
Motor Vehicle Fees



* In 1998 the Legislature began a series of reductions in the statutory 2% vehicle license fee (AB 2797, Chapter 322) down to 0.65% effective January 2005.

Federal Highway Program Changes

(Estimated CA Apportionments in millions of dollars for FY 2013 and FY 2014)



FTA Program Changes

(Estimated 2013 dollar amount in thousands)

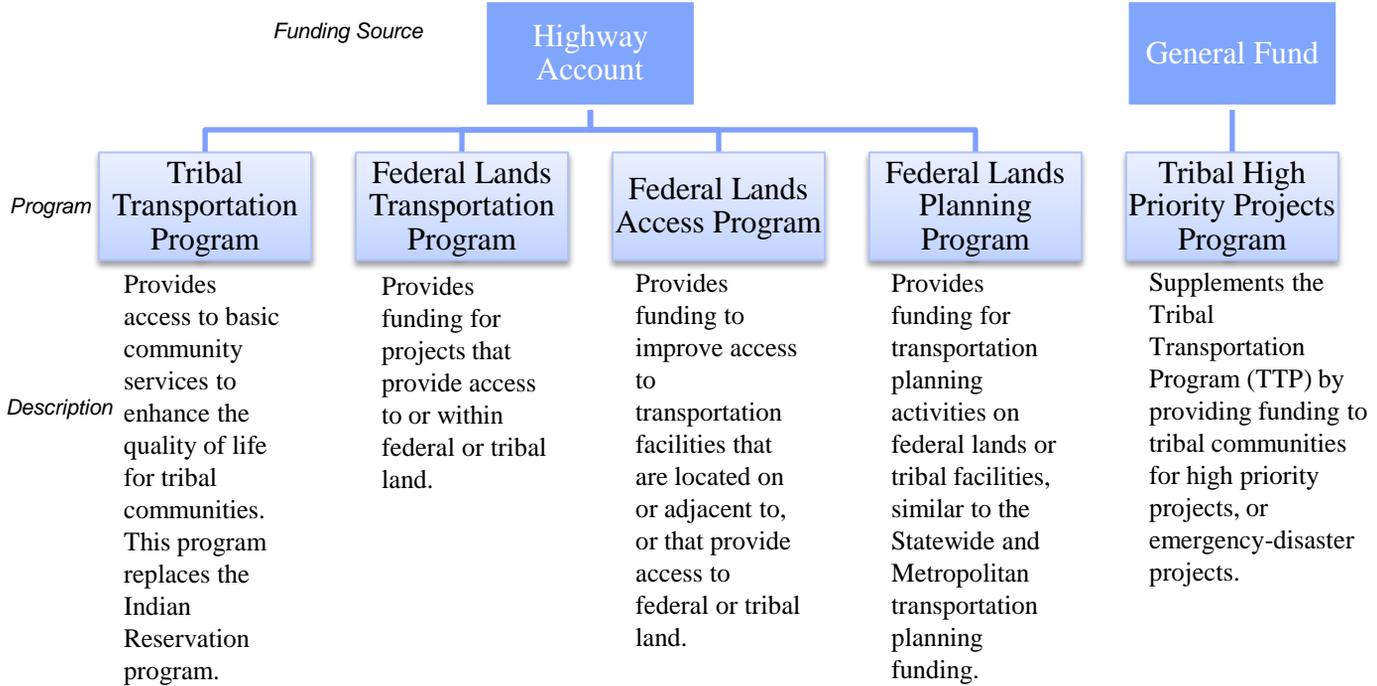
New	Repealed	Modified	Consolidated
<ul style="list-style-type: none"> •Safety Authority (5329(e)) FY '13 - \$2,686 •State of Good Repair Grants (5337) FY '13 - \$329,123 •Asset Management (5326) •Bus and Bus Facilities Formula Grants (5339) FY '13 - \$56,319 (Pop. more than 200,000) \$7,382 (Pop. 50,000 - 200,000) •Public Transportation Emergency Relief (5324) •TOD Planning Pilot Grants (20005(b) of MAP-21) 	<ul style="list-style-type: none"> •Clean Fuels Grants (5308) •Job Access and Reverse Commute (5316) [JARC] •New Freedom Program (5317) •Paul S. Sarbanes Transit in the Parks (5320) •Alternatives Analysis (5339) •Over-the-Road Bus (Sec. 3038 - TEA-21) 	<ul style="list-style-type: none"> •Urbanized Area Formula Grants (5307) [JARC] (5340) FY '13 - \$748,723 •Enhanced Mobility of Seniors and Individuals with Disabilities (5310) [New Freedom] FY '13 - \$22,025 (Pop. more than 200,000) \$5,081 (Pop. 50,000 - 200,000) \$1,791 (Pop. less than 50,000) •Rural Area Formula Grants (5311) [JARC] FY '13 - \$26,939 \$370 (FTA Sec. 5311(b)(3)) \$592 (FTA Sec. 5311(c)) 	<ul style="list-style-type: none"> •Fixed Guideway Capital Investment Grants (5309) FY '13 - \$326,686 •Metropolitan and Statewide Planning FY '13 - \$15,985 (Section 5303) \$3,178 (Section 5304) •Research, Development, Demonstration, and Deployment (5312) •Technical Assistance and Standards (5314) •Human Resources and Training (5322)

Note:

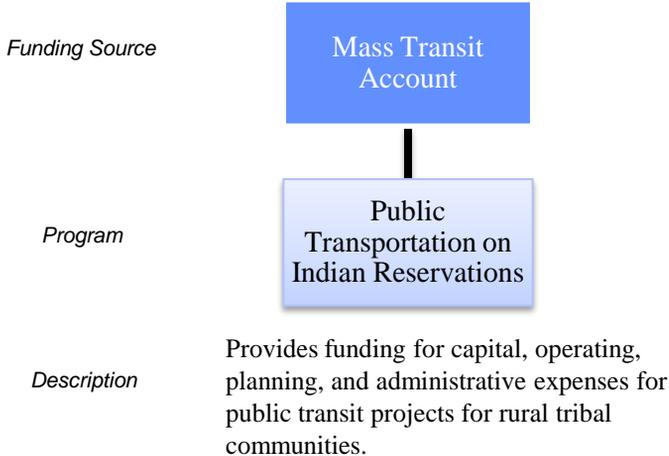
- Job access and reverse commute activities are now eligible under the Urbanized Area Formula program (5307) and the Rural Area Formula program (5311).
- New Freedom program activities are now eligible under the Enhanced Mobility of Seniors and Individuals with Disabilities program (5310).
- The Bus and Bus Facilities program (5339), established by MAP-21, takes the place of the Bus Discretionary program (section 5309).
- Public transportation investments serving national parks and other federal lands under the Transit in the Parks (5320) program remain eligible under the Federal Lands Transportation Program administered by the Federal Highway Administration (FHWA).
- The elimination of several discretionary programs underscores the need for grantees to carefully prioritize the needs of their own systems and align their capital plans with the new streams of formula assistance provided under MAP-21.
- Grantees may continue to obligate funds apportioned for the repealed programs prior to September 30, 2012, through the period of availability.

Native American Transportation Funding

Federal Highway Administration Programs



Federal Transit Administration Programs



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

For more information on FHWA programs visit <http://flh.fhwa.dot.gov/programs/map-21.htm> and <http://www.fhwa.dot.gov/map21/thpp.cfm>

For more information on the FTA program visit http://www.fta.dot.gov/grants/13094_3553.html