CALIFORNIA HIGHWAY/TRANSIT FUNDING
FISCAL YEAR 14/15 *
$27,113 MILLIONS

Federal Share includes Highway and Transit Funding only
*Last year of available data

Sources of Revenue

<table>
<thead>
<tr>
<th>Sources of Revenue</th>
<th>Amount (in millions)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Federal Revenues (in millions)</td>
<td></td>
</tr>
<tr>
<td>Federal funds to State Highway</td>
<td>4,781</td>
</tr>
<tr>
<td>Federal Funds to Transit Operators</td>
<td>1,000</td>
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<tr>
<td><strong>Total For Federal Highway &amp; Transit</strong></td>
<td><strong>5,781</strong></td>
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<tr>
<td>Federal Funds - High Speed Rail</td>
<td>3,056</td>
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<tr>
<td>State Revenues (in millions)</td>
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<tr>
<td>Weight Fees</td>
<td>958</td>
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<tr>
<td>Base Excise Tax</td>
<td>2,722</td>
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<tr>
<td>Gasoline Sales Tax/Swap Excise</td>
<td>2,505</td>
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<tr>
<td>Diesel Sales Tax</td>
<td>593</td>
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<tr>
<td><strong>Total for State</strong></td>
<td><strong>6,778</strong></td>
</tr>
<tr>
<td>Local Revenues (in millions)</td>
<td></td>
</tr>
<tr>
<td>TDA (1/4% from BOE)</td>
<td>1,552</td>
</tr>
<tr>
<td>Sales Tax Measures</td>
<td>4,630</td>
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<tr>
<td>RTPA Revenues</td>
<td>1,835</td>
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<tr>
<td>Transit Revenues</td>
<td>2,919</td>
</tr>
<tr>
<td>Street &amp; Road Revenues</td>
<td>3,619</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>14,554</strong></td>
</tr>
<tr>
<td><strong>Grand Total</strong></td>
<td><strong>30,169</strong></td>
</tr>
</tbody>
</table>
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 http://www.dot.ca.gov/hq/tpp/offices/eab/fundchrt.html.
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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 the ability to access destinations and move goods, services, and information throughout the state. Construction, operation, and maintenance responsibilities are shared amongst state, regional, and local governments. Moreover, funding for these activities comes 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 nearly 39 million people, while helping California sustain its position as the world’s sixth largest economy.

The State Highway System and Local Roadways and Streets

Over 25 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 51,900 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 16) and maintains over 13,000 state bridges (Chart 17).

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 306,500 lane miles of public roads and streets.

Public Transit

Over 400 transit operators serve approximately 1.4 billion riders in California annually. 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 state and federal agencies operate or finance public bus or rail service (Chart 11 and Chart 12). Commuter rail service 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 five 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.

Other Modal Services

State, regional and local agencies, and private businesses 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. The state exported $165 billion in goods in 2015. Moreover, nearly 20% of U.S. imported goods travel through California’s ports, highways, and railways.

<table>
<thead>
<tr>
<th>California Roadways</th>
<th>SHS</th>
<th>Local</th>
</tr>
</thead>
<tbody>
<tr>
<td>Lane-Miles</td>
<td>51,900</td>
<td>306,500</td>
</tr>
<tr>
<td>Total Annual Vehicle Miles of Travel (billion)</td>
<td>180</td>
<td>152</td>
</tr>
<tr>
<td>% Annual Vehicle Miles of Travel</td>
<td>54%</td>
<td>46%</td>
</tr>
</tbody>
</table>

2014 California Public Road Data, Statistical Information derived from the Highway Performance Monitoring System (HPMS)
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. This effort is carried forward through the Fixing America’s Surface Transportation (FAST) Act authorization and various programs such as the Transportation Investment Generating Economic Recovery (TIGER), the Fostering Advancements in Shipping and Transportation for the Long-term Achievement of National Efficiencies (FASTLANE), and the Transportation Alternatives Program (TAP). The United States Department of Transportation (U.S. DOT) implements and enforces regulations and allocates funds to state, regional, and local agencies. The U.S. DOT is comprised of multiple 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 among the California State Legislature (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 projects statutorily. For more information visit: http://www.legislature.ca.gov/.

California State Transportation Agency
Established on July 1, 2013, CALSTA replaced the Business, Transportation and Housing Agency. The mission of CalSTA 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, California Transportation Commission, Caltrans, Department of Motor Vehicles, High-Speed Rail Authority, New Motor Vehicle Board, and the Office of Traffic Safety. For more information visit: http://www.calsta.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) programming 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 Legislature regarding state policies and plans for state transportation programs, and 3) aiding in the development of State and Federal legislation and adopting policies to implement enacted laws. For more information visit: http://www.catc.ca.gov/.
**Caltrans**
Caltrans plans, designs, constructs, and maintains the SHS to account for motor vehicles 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: [http://www.dot.ca.gov/](http://www.dot.ca.gov/).

**Tribal Governments**
There are 109 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 23*). 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 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. The State of 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: [http://www.dot.ca.gov/hq/tpp/offices/orip/rtp/index_files/2010%20RTPGuidelines_Jan2011_Technical_Change.pdf](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 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.
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 half of California’s transportation funding, whereas, the federal and state government each provide roughly a quarter of the remaining amount. Caltrans’ Division of Budgets estimates that the state’s motor vehicle fees and taxes, alone, will generate over $11 billion in transportation revenues for Fiscal Year (FY) 2016-17 (Chart F, 2016-17 California Transportation Financing Package).

### Transportation Funding Sources

<table>
<thead>
<tr>
<th>User Fees</th>
<th>Property Related Charges</th>
<th>Subsidies</th>
</tr>
</thead>
<tbody>
<tr>
<td>• Federal and state gasoline or diesel taxes</td>
<td>• Property taxes</td>
<td>• Sales taxes</td>
</tr>
<tr>
<td>• Vehicle weight fees (debt service)</td>
<td>• Benefits assessment districts</td>
<td>• General Funds provided by federal, state, and local governments</td>
</tr>
<tr>
<td>• Tolls</td>
<td>• Developer fees</td>
<td>• Externalized Costs</td>
</tr>
<tr>
<td>• Public transit fare</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

**Federal Funds**


- About 85% of the HTF account goes into the Highway Account. FHWA appropriates funding to each state for specific purposes (Chart 21).
- 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 22).
- California receives a majority of its federal tax contributions through the Federal Obligation Authority (OA).


**State Funds**

*State Fuel Excise Tax:* California will collect 27.8¢/gallon excise tax on gasoline and 16¢/gallon on diesel fuel—generating approximately $4.7 billion for FY 2016-17. State Fuel Excise Tax revenues (Chart 2) are shared between the State Highway Account (SHA) and local entities, according to a statutory formula (Chart 3), and relieves transportation general obligation bond debt service.

The excise tax on gasoline is comprised of two taxes:

- The base state excise tax (Prop. 111, 1990) has remained at 18¢/gallon since 1994. Cities and counties receive approximately 36% of this revenue, with the remaining 64% going to the SHA.
• The price-based excise tax for FY 2016-17 is 9.8¢/gallon. Revenue is used to backfill weight fees that are diverted to the Transportation Debt Service Fund and the General Fund. After backfilling weight fees and general fund transfers, the remaining funds are allocated among local roadways (44%), new construction projects (STIP, 44%), and highway maintenance and operations (SHOPP, 12%).

State Sales Tax: The state sales tax on gasoline was eliminated on July 1, 2010; however, diesel fuel is subjected to the sales and use tax. The BOE currently collects a 9.25% state sales and use tax on diesel fuel, however, only 6.50% applies to transportation funding, which is portioned out for the following transportation purposes (Charts 6 and 7):

• 4.75% is split equally between the state and local transit agencies through the Public Transportation Account (PTA). This account provides revenue for state and local transit purposes as outlined in the Transportation Development Act (TDA).

• 1.75% is dedicated to the State Transit Assistance (STA) fund for local transit operation and capital purposes.

Truck Weight Fees: The state collects commercial vehicle fees based on weight, generating approximately $1 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 3).

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).

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 the Department of Motor Vehicles for traffic law enforcement and regulations (Chart 19). For more information on California’s transportation funding structure visit: www.catc.ca.gov/reports/annualreports.htm.

Local and Other Funds
Various local funding sources provide additional funding for various transportation purposes.

Local Sales Tax Measures (Self-Help Counties): Counties can adopt a sales tax increase for transportation programs (2/3 local voter approval), generally lasting 20 to 30 years (Chart 10).

• Twenty four counties have implemented sales tax measures for their transportation needs
  o Napa’s Measure T is expected to begin in July 2018
• Four Transit Authorities have approved permanent local tax measures

TDA of 1971: This act is funded by the Local Transportation Fund (LTF) and the State Transit Assistance (STA) Fund. Revenues for the LTF are generated from a 0.25% general statewide sales tax for local transportation purposes. As a result of the Fuel Tax Swap, revenues for the STA Fund are generated from a 1.75% statewide sales tax on diesel fuel for transit operation and capital purposes (Charts 6 and 7).
Transit Fares: Provides approximately $1.7 billion for local transit systems.

Local General Funds and Other Local Funds: Includes property taxes, developer fees, street assessments, bonds, fines, and forfeitures (Chart 9).
State Funding Opportunities

Across the nation, California and other states are experiencing shortfalls in transportation revenue. One partial solution, already implemented in states such as Georgia (2015), Michigan (2015), Rhode Island (2014), and Maryland (2013), is to index the motor vehicle fuel tax to account for inflation. As documented in California’s 2016-17 May Revision to the Governor’s Budget, an additional $5.9 billion is needed annually to sufficiently address maintenance and repair issues on the SHS alone in California. A portion of this financial shortfall could be alleviated by indexing the motor vehicle fuel tax, which is collected through a fixed, “per-gallon” excise tax. In the absence of indexing, the purchasing power of this fixed tax erodes over time due to inflation. To further exacerbate matters, increased vehicle fuel efficiency and alternative fuel usage further reduce fuel tax revenues, while the cost to operate and maintain the SHS continues its trend upward.

Since 1994, the purchasing power of the 18 cents fuel tax rate has declined to roughly 12 cents. Although a fuel “tax-swap” was introduced in 2010, it was designed to be revenue-neutral. As mentioned above, the BOE ensures revenue-neutrality by adjusting the price-based excise tax annually. As shown in the graph below, if the excise tax had been indexed to keep pace with the Consumer Price Index (CPI), an additional $1.3 billion of revenue could have been generated in 2014 alone. The cumulative extra revenue from an indexed excise tax, for the twenty-year period 1994-2014, would have an absolute value of $14.5 billion.
In light of this budget shortfall, the Legislature and various agencies are exploring opportunities to generate additional revenue for California’s transportation network. A few proposals are highlighted below.

**Governor Brown’s Transportation Funding Plan:**
This proposal aims to raise revenue and reduce the shortfall in funds needed to maintain and repair the state’s and local’s transportation infrastructure in the next ten years. The cost to motorists would be approximately $0.25 per day, or roughly $7 per month, generating approximately $36 billion in the first decade of implementation. New revenue sources proposed include:

- New annual road improvement charge as part of vehicle registration, including hybrid and electric vehicles
- Sets the price-based gasoline excise tax rates at 18 cents and allows for annual adjustment for inflation
- Sets the diesel excise tax at 24 cents and allows for annual adjustment for inflation
- Allocates additional cap-and-trade auction proceeds to the Transit and Intercity Rail Program and a new Low Carbon Road Program
- Accelerates repayment of loans from the State Highway Account

In addition, the funding plan calls for the implementation of cost-savings reforms at Caltrans such as streamlining the environmental process and requiring specific performance measures to hold agencies accountable for transportation funding investments. The funding plan also provides protections under Article XIX of California Constitutional that ensures that tax dollars will be used for transportation improvements.

**California Road Charge Pilot Program:**
Senate Bill 1077 (2014) requires the State to assess the potential for mileage-based revenue collection for California’s roads and highways as an alternative to the gas tax system. The CTC assembled a 15-member Road Charge Technical Advisory Committee (TAC) to develop recommendations for the design of a Road Charge Pilot Program. The California Road Charge Pilot Program was originally scheduled to launch by January 1, 2017, but the program was accelerated at the request of the administration. The program is being implemented by the California State Transportation Agency (CalSTA) and launched on July 2016, spanning over nine months with approximately 5,000 vehicles statewide. Several concepts will be tested, such as a time or mileage permit, odometer charge, and automated mileage reporting over the course of this trial. The outcomes of the pilot will be reported back to the TAC, CTC, and Legislature in the summer of 2017. The CTC will provide recommendations on the program to the Legislature in December 2017. Caltrans is responsible for providing technical support to the TAC, the CTC, and CalSTA in carrying out their duties and responsibilities in the enabling legislation. For additional information on this pilot program visit: [www.CaliforniaRoadChargePilot.com](http://www.CaliforniaRoadChargePilot.com).

**AB 194 (2015) High-occupancy Toll Lanes:** Extends the CTC legislative authority to authorize regional transportation agencies’ or Caltrans’ proposals to develop and operate high-occupancy toll (HOT) lanes or other toll facilities. For more information visit: [http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=ab_194&sess=CUR&house=B&author=frazier_%3Cfrazier%3E](http://www.leginfo.ca.gov/cgi-bin/postquery?bill_number=ab_194&sess=CUR&house=B&author=frazier%3Cfrazier%3E)
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. 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 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; funds are allocated to each state based on various program requirements.

Current Federal Authorization: Fixing America’s Surface Transportation Act
President Barack Obama signed into law the Fixing America’s Surface Transportation (FAST) Act on December 4, 2015, allocating $305 billion for transportation purposes over a five-year span (Federal Fiscal Year 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 21 and 22). For additional information visit: http://transportation.house.gov/fast-act/.

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 Program (SHOPP): Provides funds for pavement rehabilitation, operation, and safety improvements on state highways and bridges.

Local Assistance Program: Caltrans administers more than $1 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.

PTA According to TDA Law: 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.

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 networks, passenger rail, freight mobility, and air quality.
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. Projects include SHOPP, Trade Corridors Improvement Fund program, State Route 99, intercity passenger rail, local transit, and seismic retrofitting of local bridges and overpasses (see Chart 8). For more information visit: http://www.bondaccountability.dot.ca.gov/bondacc/.

**Cap and Trade:** AB 32 (2006) requires the reduction of greenhouse gas (GHG) emissions to 1990 levels by 2020. In order to meet this goal, the California Air Resources Board (CARB) adopted “cap-and-trade.” 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 is intended to generate billions of dollars in state revenue over multiple years. Proceeds from these auctions are deposited into the Greenhouse Gas Reduction Fund. One of the three appropriations for SB 862 (2014) 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), Affordable Housing and Sustainable Communities (AHSC), Transit and Intercity Rail Capital Program, and Low Carbon Transit Operations Program (Chart 13). The remaining 40 percent of funds is available for the Legislature to direct toward future objectives through annual budget act appropriation (see detailed revenue allocation breakdown in the chart below).

The creation of a carbon market also allows businesses, who 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 & natural gas producers (stationary sources) and transportation services (mobile sources).

![SB 862 Cap-and-Trade Revenue Allocation](image)

**Active Transportation Program (ATP):** In response to the Federal Transportation Alternatives Program, the State’s ATP was created on September 26, 2013 with the passage of California Senate Bill 99 (Chapter 359, Statutes of 2013) and California Assembly Bill 101 (Chapter 354, Statutes of 2013). Millions of federal and state dollars are allocated to the ATP each year (see Chart 15). This program funds 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, while Caltrans is responsible for administering the program. For more information visit: http://www.catc.ca.gov/programs/ATP.htm.
Transportation Funding Charts
A Simplified Overview of Transportation Funding

Chart 1

Motor Vehicle Fuel Account

- State Base Excise Tax
- State Price Base Excise Tax
- Federal Fuel Tax
- State Truck Weight Fees
- State Diesel Sales Tax
- 1/4% General Sales Tax
- Local Sales Tax Measures
- Toll

Transportation Accounts

- Federal Aid Hwys
- Accounts
- Transportation Debt Service Fund (General Fund)
- Local Transp. Funds (LTF)
- Public Transp. Account (PTA)
- Bay Area Toll Authority

Expenditures

- Refunds & Transfers
- Aeronautics Account
- Highway Users Tax Account
- State Highway Account (SHA)
- Active Transportation Program
- City & County Road Funds

Federal Aid Transit

- Cap-and-Trade Auction Allowance Proceeds
- Greenhouse Gas Reduction Fund Sustainable Communities and Clean Transportation
- Low Carbon Transit
- Transit and Intercity Rail Capacity
- High Speed Rail
- Affordable Housing and Sustainable Communities

Transportation Economics Branch / Division of Transportation Planning / California Department of Transportation / 02/2017
Price at the pump includes federal and state excise taxes as well as applicable state and local sales taxes.
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. 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).
STIP Funding Distribution
Chart 4
State/Region, North/South Splits & County Shares

STIP Funds
(State & Federal)

Caltrans 25%  
SB 45 (1997)  
S&H § 164  

RTPAs 75%

ITIP*  
(Interregional Transp. Improvement Program)

40% (max)  
S&H § 164

40%  
S&H § 188

N/S Split

RTIP  
(Regional Transp. Improvement Program)

60% (min)

15% Min.  
Intercity Passenger Rail

85% Max.  
IRRS Outside Urban Areas

North Counties

South Counties

Subject to N/S Split

Subject to County Share
- County Population (75%)
- St. Hwy Mileage (25%)

The enactment of AB 105 (2011) effectively repealed the provisions of Proposition 42 and subsequent revenue allocation. The California Board of Equalization adjusts the price-based portion of 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 Transportation Debt Service Fund to pay down transportation debt service and loans. An equivalent amount of excise taxes from the price-based 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 Rate
Chart 6

California Statewide Base Sales and Use Tax
7.25%

TDA
(Gov.Code §29530) (R&T §6051) (R&T §7202/6051.2/6051.6)

1/4%
Local Transp. Funds (LTF) *(Counties)
(PUC § 99230-251)

5%
State Retail Sales Tax Fund
(R&T §7102)

2%
Local General Funds

State General Fund

Statewide Diesel Fuel Sales Tax Rate

State Base Sales Tax on Diesel Fuel (4.75%)
R&T §7102(a)(3)

State Sales Tax on Diesel Fuel (1.75%)
R&T §6051.8 (a)

PUBLIC TRANSPORTATION ACCOUNT (PTA)

STATE TRANSIT ASSISTANCE (STA)**

* Two funding sources within TDA law

Transportation Economics Branch
Division of Transportation Planning
California Department of Transportation 12/2016
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## PTA Revenues

**State Sales Tax on Diesel Fuel**
- (Includes 4.75%)
- (Proposition 22, Articles XIII and XIX)

**Fuel Tax Swap Revenues**
- (Includes 1.75% for FY 14-15 and thereafter)

---

### Public Transportation Account (PTA)

**Chart 7**

**Caltrans**
- (State Transit Programs)
  - Intercity Passenger Rail & Feeder Bus Operations
  - Caltrans (planning/support)
  - CTC
  - ITS (research)
  - PUC (passenger rail support)
  - Public Transit Capital Projects (STIP)

**RTPAs**
- State Transit Assistance (STA)
  - County/City Mass Transit (based on population)
  - Vehicles/Equipment/Terminals/Rail

**RTPAs**
- State Transit Assistance (STA)
  - Allocated to transit operators (based on share of fare revenue)
## Proposition 1B

**Chart 8**

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

<table>
<thead>
<tr>
<th>Account/Program</th>
<th>Available (Billions)</th>
<th>Committed (Billions)</th>
<th>Allocation Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td>Corridor Mobility Improvement Account (CMIA)</td>
<td>$4.50</td>
<td>$4.50</td>
<td>• Performance improvements on highly congested travel corridors</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Projects are nominated by Caltrans &amp; MPOs/RTPAs</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• CTC develops guidelines and approves projects</td>
</tr>
<tr>
<td>Public Transp. Modernization, Improvement &amp; Service</td>
<td>$4.00</td>
<td>$4.00</td>
<td>• Public Transportation Projects</td>
</tr>
<tr>
<td>Enhancement and Intercity Rail Improvement</td>
<td></td>
<td></td>
<td>• Intercity Rail Improvements ($400M)</td>
</tr>
<tr>
<td>California Ports Infrastructure, Security, and Air</td>
<td>$3.10</td>
<td>$3.10</td>
<td>• Multimodal Improvements along federal trade corridors ($2B)</td>
</tr>
<tr>
<td>Quality Improvement</td>
<td></td>
<td></td>
<td>• Freight emission reductions along trade corridors ($1B ARB)</td>
</tr>
<tr>
<td>STIP Funding Augmentation</td>
<td>$2.00</td>
<td>$2.00</td>
<td>• Deposited in Transportation Facilities Account</td>
</tr>
<tr>
<td>Local Streets and Road Improvement, Congestion Relief,</td>
<td>$2.00</td>
<td>$1.95</td>
<td>• Allocated by Legislature</td>
</tr>
<tr>
<td>Traffic Safety</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State Route 99 Improvements</td>
<td>$1.00</td>
<td>$0.99</td>
<td>• Corridor’s safety, operational enhancements, rehabilitation or capacity</td>
</tr>
<tr>
<td>improvements</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>State-Local Partnership Program</td>
<td>$1.00</td>
<td>$0.98</td>
<td>• State matching funds for local projects (5-year program)</td>
</tr>
<tr>
<td>Transit System Safety, Security, and Disaster Response</td>
<td>$1.00</td>
<td>$0.54</td>
<td>• Allocated by Legislature</td>
</tr>
<tr>
<td>Highway Safety, Rehabilitation, and Preservation</td>
<td>$0.75</td>
<td>$0.75</td>
<td>• Augments SHOOP funding (CTC)</td>
</tr>
<tr>
<td>Highway-Railroad Crossing Safety</td>
<td>$0.25</td>
<td>$0.25</td>
<td>• Includes $250M for Traffic light synchronization projects</td>
</tr>
<tr>
<td>School Bus Retrofit &amp; Replacement</td>
<td>$0.20</td>
<td>$0.20</td>
<td>• High-priority grade separation and RR crossings</td>
</tr>
<tr>
<td>Local Bridge Seismic Retrofit</td>
<td>$0.13</td>
<td>$0.13</td>
<td>• Reduction of air pollution &amp; child exposure to diesel exhaust</td>
</tr>
<tr>
<td></td>
<td></td>
<td></td>
<td>• Provides the 11.5% required match for federal Bridge Program</td>
</tr>
</tbody>
</table>

For more information visit [http://www.bondaccountability.dot.ca.gov/bondacc/](http://www.bondaccountability.dot.ca.gov/bondacc/)
Article XIIIIB of the State Constitution provides the authority and requirements for the imposition of local sales tax measures subject to voter approval.

* 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.

Transit Districts (Permanent 0.5% Taxes)
- BART (S.F., Alameda, Contra Costa)
- San Mateo
- Santa Clara
- Santa Cruz

"Self-Help" (Temporary 0.5% Taxes)

<table>
<thead>
<tr>
<th>County</th>
<th>Duration</th>
<th>Est. 2017 Revenues (in millions $)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Alameda (Measure BB, 1% Tax)</td>
<td>2015-2045</td>
<td>322</td>
</tr>
<tr>
<td>Contra Costa</td>
<td>1989-2034</td>
<td>87</td>
</tr>
<tr>
<td>Fresno</td>
<td>1987-2027</td>
<td>78</td>
</tr>
<tr>
<td>Imperial</td>
<td>1990-2050</td>
<td>15</td>
</tr>
<tr>
<td>Los Angeles (1%)</td>
<td>Permanent</td>
<td>1,637</td>
</tr>
<tr>
<td>Los Angeles (Measure R )</td>
<td>2009-2039</td>
<td>819</td>
</tr>
<tr>
<td>Los Angeles (Measure M)</td>
<td>2017- Indefinite</td>
<td>819</td>
</tr>
<tr>
<td>Madera</td>
<td>1990-2027</td>
<td>9</td>
</tr>
<tr>
<td>Merced</td>
<td>2017-2047</td>
<td>28</td>
</tr>
<tr>
<td>Marin</td>
<td>2005-2025</td>
<td>16</td>
</tr>
<tr>
<td>Monterey (.375%)</td>
<td>2017-2047</td>
<td>27</td>
</tr>
<tr>
<td>Napa (Measure T)</td>
<td>2018-2043 (Est.)*</td>
<td>N/A</td>
</tr>
<tr>
<td>Orange</td>
<td>1991-2041</td>
<td>337</td>
</tr>
<tr>
<td>Riverside</td>
<td>1989-2039</td>
<td>185</td>
</tr>
<tr>
<td>Sacramento</td>
<td>1989-2039</td>
<td>122</td>
</tr>
<tr>
<td>San Bernardino</td>
<td>1990-2034</td>
<td>207</td>
</tr>
<tr>
<td>San Diego</td>
<td>1988-2048</td>
<td>298</td>
</tr>
<tr>
<td>San Francisco</td>
<td>1990-2034</td>
<td>107</td>
</tr>
<tr>
<td>San Joaquin</td>
<td>1991-2041</td>
<td>59</td>
</tr>
<tr>
<td>San Mateo</td>
<td>1989-2033</td>
<td>86</td>
</tr>
<tr>
<td>Santa Barbara</td>
<td>1990-2040</td>
<td>37</td>
</tr>
<tr>
<td>Santa Clara</td>
<td>1996-2036</td>
<td>226</td>
</tr>
<tr>
<td>Santa Clara (BART Ext 0.125%)</td>
<td>2013-2043 (Est.)</td>
<td>56</td>
</tr>
<tr>
<td>Santa Clara (VTA-Measure B)</td>
<td>2017-2047</td>
<td>226</td>
</tr>
<tr>
<td>Santa Cruz</td>
<td>2017-2032</td>
<td>20</td>
</tr>
<tr>
<td>Sonoma (0.25% Tax)</td>
<td>2005-2025</td>
<td>24</td>
</tr>
<tr>
<td>Sonoma-Marin (SMART 0.25%)</td>
<td>2009-2029</td>
<td>38</td>
</tr>
<tr>
<td>Stanislaus</td>
<td>2017-2042</td>
<td>46</td>
</tr>
<tr>
<td>Tulare</td>
<td>2007-2037</td>
<td>34</td>
</tr>
<tr>
<td><strong>Total Estimated 2017 Revenue</strong></td>
<td></td>
<td><strong>$5,965</strong></td>
</tr>
</tbody>
</table>
Transit and Rail Operations Funding
Chart 11

**REVENUES**

- PTA Funds & FRA Grants
- Fed Transit Grants (Rural Areas) FTA Sec. 5311
- State Transit Assistance (STA) from TDA
- County LTFs from TDA (1/4% General Sales Tax)
- County Sales Tax Measures
- Other Local Funds Fares/Property Tax Private/Joint Development
- Cap-and-Trade Auction Proceeds Sustainable Communities and Clean Transportation Investment Category Only (See Chart 13)

**EXPENDITURES**

- Intercity Rail Program Intercity Passenger Rail & Feeder Bus Operations
- Rural Bus Service
- Transit Operations
- Transit Planning
- High Speed Rail
- Transit and Intercity Rail Capital
- Low Carbon Transit

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Division of Transportation Planning
California Department of Transportation
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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.
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 are subjected to the “cap.” The “cap” limitation will be 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. Please visit the California Air Resources Board’s website for more information at [http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm#Transportation](http://www.arb.ca.gov/cc/capandtrade/auctionproceeds/ggrfprogrampage.htm#Transportation).
Active Transportation Program
Chart 15

Revenue Sources

State Resources
- State Highway Account
- Greenhouse Gas Reduction Fund (Cap-and-Trade)

Active Transportation Program
SB 99, Chapter 359 (2013) and AB 101, Chapter 354 (2013) funds non-infrastructural and infrastructure projects that encourages people to use active transportation modes.

Federal Transportation Alternatives Program Resources
- Federal Highway Account of the Highway Trust Fund
- Transportation Alternatives Program (Safe Routes to School included)
- Surface Transportation Program
- Highway Safety Improvement Program (CA has kept this as a separate program)
- Transportation Recreational Trails (non-motorized percentage appropriated to ATP and remaining to Dept. of Parks and Recreation)
- Other Federal Aid

Program Distribution

Statewide Competitive Program
CTC awards active transportation projects. Disadvantaged communities must receive 25% of the funds.

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. Disadvantaged communities must receive 25% of the funds. There are additional statutory requirements that apply to the Southern California Association of Governments.

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). Disadvantaged communities must receive 25% of the funds.

3. Ibid
4. Ibid
State General Aviation Funding
Chart 16

18¢/gal Gen Av Gas Tax
[R&T § 7360]

2¢/gal GA Jet Fuel Tax
[R&T § 7392]

Federal Aid
(FAA Planning Grants to Airports)

Local Airport Loan Acc't
(Loan Repayments & Interest)
PUC § 21602(e)

Local Airport Loans

Aeronautics Account
[PUC § 21680 & R&T §8352.3]

State Operations
Division of Aeronautics:
Aviation Planning
Aviation Engineering
Environmental
Airport/Heliport Safety/Permits
Airport Noise Regulation

PTA
($30,000/Year)
Aero. Planning
(PUC § 21682.5)

Local Assistance
(Cities, Counties, Airport & Community Services Dist).
AIP Matching Grants
Annual Grants ($10,000 per Airport)
A&D Grants

18¢/gal Gen Av Gas Tax
(PUC § 21602(e))

Bicycle/pedestrian projects are eligible for funding from federal programs: Transportation Alternatives Program/Transportation Enhancement Activities, Transportation Investment Generating Economic Recovery 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.

Note: 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 programs: Transportation Alternatives Program/Transportation Enhancement Activities, Transportation Investment Generating Economic Recovery 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, Fed Lands Hwy & Bridge programs, etc.

The State’s Environmental Enhancement Mitigation program and county sales tax measures also provide funding for non-motorized transportation projects.
State Toll Bridge & Seismic Retrofit Funding

Chart 18

$5 Toll Charge (one-way) breakdown for S.F. Bay Area Bridges
(Excluding Congestion Pricing or Multi-axle Charges)

$1 Base Toll
- Funds operation, toll facility maintenance, administration costs
- Remaining funds are used on Regional Measure 1 debt service

$1 Regional Measure 2
- Funds projects listed in the “Regional Traffic Relief Plan”
- Toll Bridge Seismic Retrofit Program

Seismic Retrofit $3 Toll Surcharge
- Identify and retrofit bridges to the latest safety standards

Bay Area Toll Authority (BATA/MTC)
- Responsible for planning, financing, coordinating agency, and administering toll revenue and joint oversight of construction

CALTRANS*
- Owns and operates state-owned bridges
- Oversees Toll Bridge Seismic Retrofit Program

SHA PTA

Toll Bridge Seismic Retrofit Account
- Funds are used to fund the Toll Bridge Seismic Retrofit Program that identifies and retrofits bridges to the latest safety standards (S&H § 188.1/188.5)

Other Funds
Federal Highway Bridge Program

Assembly Bill 144 (Chapter 71, 2005) provided additional funding of $3.6 billion from BATA for the Toll Bridge Seismic Retrofit Program.

*Caltrans collects tolls and is responsible for the maintenance and capital improvements on all state-owned toll bridges (reimbursed by BATA).
* The remaining 25% of the SPR funds are used for research.
Vehicle Registration & Drivers License Fees
- Registration
- Driver License
- Off-Hwy Vehicle
- CHP Hwy Patrol Fee

(Vehicle Code Sec. 9250.8 & 9250.13)

Motor Vehicle Account
(Vehicle Code Sec. 42270)

Vehicle License Fees
(0.65% in-lieu property tax) *

(R& T Code, Sec. 10752)

Motor Vehicle License Fee Account
(R&T Code Sec. 11001)

Motor Vehicle Account
(Vehicle Code Sec. 42270)

AIR RESOURCES BOARD
(Vehicle Code Sec. 42271)
- Dept. of Justice
- Other Agencies

Balance (if any)

CHP
(Vehicle Code Sec. 42271 (c))

DMV
(Vehicle Code Sec. 42271 (b))

Local General Funds
R & T Code Sec. 11005 and
Government Code Sec 30061(e)
& 29553

State Highway Account
(Vehicle Code Sec. 42273/5)

* 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-Aid Highway Programs

**Chart 21**

**Fixing America’s Surface Transportation Act (FAST Act)**

<table>
<thead>
<tr>
<th>Program</th>
<th>Description/Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td>National Highway Performance Program</td>
<td>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.</td>
</tr>
<tr>
<td>Surface Transportation Block Grant Program</td>
<td>Promotes flexibility in State and local transportation decisions and provides flexible funding to best address State and local transportation needs.</td>
</tr>
<tr>
<td>Highway Safety Improvement Program</td>
<td>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.</td>
</tr>
<tr>
<td>Railway-Highway Crossings Program</td>
<td>Provides funds for safety improvements to reduce the number of fatalities, injuries, and crashes at public railway-highway grade crossings.</td>
</tr>
<tr>
<td>Congestion Mitigation &amp; Air Quality (CMAQ)</td>
<td>Provide 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).</td>
</tr>
<tr>
<td>Metropolitan Planning (PL) Funds</td>
<td>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.</td>
</tr>
<tr>
<td>Technology and Innovation Deployment Program</td>
<td>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.</td>
</tr>
<tr>
<td>National Highway Freight Program</td>
<td>Improve the efficient movement of freight on the National Highway Freight Network (NHFN) and support several goals, including</td>
</tr>
<tr>
<td></td>
<td>• investing in infrastructure and operational improvements that strengthen economic competitiveness, reduce congestion, reduce the cost of freight transportation, improve reliability, and increase productivity;</td>
</tr>
<tr>
<td></td>
<td>• improving the safety, security, efficiency, and resiliency of freight transportation in rural and urban areas;</td>
</tr>
<tr>
<td></td>
<td>• improving the state of good repair of the NHFN;</td>
</tr>
<tr>
<td></td>
<td>• using innovation and advanced technology to improve NHFN safety, efficiency, and reliability;</td>
</tr>
<tr>
<td></td>
<td>• improving the efficiency and productivity of the NHFN;</td>
</tr>
<tr>
<td></td>
<td>• improving State flexibility to support multi-State corridor planning and address highway freight connectivity; and</td>
</tr>
<tr>
<td></td>
<td>• reducing the environmental impacts of freight movement on the NHFN. [23 U.S.C. 167 (a), (b)]</td>
</tr>
</tbody>
</table>

For more details: https://www.transit.dot.gov/grants
## Federal-Aid Transit Programs

**Chart 22**

Fixing America’s Surface Transportation Act (FAST Act)

<table>
<thead>
<tr>
<th>Program</th>
<th>Description/Provisions</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Sections 5303, 5304, 5305</strong> (Metropolitan &amp; Statewide and Nonmetropolitan Planning)</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Section 5311 &amp; Section 5307</strong> (Rural &amp; Urbanized Area)</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Section 5309</strong> (Fixed Guideway Capital Investment Grants)</td>
<td>Provides grants for new and expanded rail, bus rapid transit, and ferry systems that reflect local priorities to improve transportation options in key corridors.</td>
</tr>
<tr>
<td><strong>Section 5310</strong> (Elderly and Disability Transit)</td>
<td>A formula program to fund transportation services for the elderly and people with disabilities. Allocation is made on the basis of the number of elderly and people with disabilities in each state. Projects that were once eligible for the New Freedom Program (Section 5317) qualify for this program.</td>
</tr>
<tr>
<td><strong>Section 5311</strong> (Rural Area)</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Section 5337</strong> (State of Good Repair)</td>
<td>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).</td>
</tr>
<tr>
<td><strong>Section 5329(e)</strong> (State Safety Oversight Program)</td>
<td>A program that provides funding to oversee the safety of public transportation as it pertains to heavy rail, light rail, buses, ferries, and streetcars.</td>
</tr>
<tr>
<td><strong>Section 5339</strong> (Bus and Bus Facilities &amp; Low and No Emission Bus Program)</td>
<td>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.</td>
</tr>
<tr>
<td><strong>Section 5312</strong> Mobility on Demand (Mod) &amp; Public Transportation Innovation</td>
<td>Funds projects that promote innovative business models and products to deliver high quality, seamless and equitable mobility options for all travelers.</td>
</tr>
</tbody>
</table>

Tribal Government
Transportation Funding
Chart 23

Federal Highway Administration Programs

Funding Source

Highway Account

Program

Tribal Transportation Program

Description
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 transportation planning funding.

Federal Transit Administration Programs

Funding Source

Mass Transit Account

Program

Public Transportation on Indian Reservations

Description
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 transportation improvement plan are eligible to receive TTP funds.

For more information on FHWA programs visit http://flh.fhwa.dot.gov/programs/map21.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

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