Frazier – Beall Transportation Funding Package

- A $7.4 billion annual funding package to repair and maintain our state and local roads, improve our trade corridors, and support public transit and active transportation.
- A $706 million repayment of outstanding transportation loans for state and local roads.
- Eliminates the BOE “true up” that causes funding uncertainty and is responsible for drastic cuts to regional transportation projects.
- Indexes transportation taxes and fees to the California CPI to keep pace with inflation.
- Reforms and accountability for state and local governments to protect taxpayers.
- Streamlines transportation project delivery to help complete projects quicker and cheaper.
- Protects transportation revenue from being diverted for non-transportation purposes.*
- Helps local governments raise revenue at home to meet the needs of their communities.*

New Annual Funding

- **State** -- $2.9 billion annually for maintenance and rehabilitation of the state highway system.
- **Locals** -- $2.5 billion annually for maintenance and rehabilitation of local streets and roads.
- **Regions** -- $534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).
- **Transit** -- $516 million annually for transit capital projects and operations.
- **Freight** -- $900 million annually for goods movement.
- **Active Transportation** -- $80 million annually, with up to $150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.
- **Constitutional Amendment** to help locals raise funding at home by lowering the voter threshold for transportation tax measures to 55 percent.*

Reforms and Accountability

- Restores the independence of the California Transportation Commission (CTC).
- Creates the Office of Transportation Inspector General to oversee all state spending on transportation.
- Increases CTC oversight and approval of the State Highway Operations and Protection (SHOPP) program.
- Requires local governments to report streets and roads projects to the CTC and continue their own funding commitments to the local system.

Streamlining Project Delivery

- Permanently extends existing CEQA exemption for improvements in the existing roadway.
- Permanently extends existing federal NEPA delegation for Caltrans.
- Creates an Advance Mitigation program for transportation projects to help plan ahead for needed environmental mitigation.

New Annual Funding Sources

- **Gasoline Excise Tax** -- $2.5 billion (17 cents per gallon increase)
- **End the BOE “true up”** -- $1.1 billion
- **Diesel Excise Tax** -- $900 million (30 cents per gallon increase)
- **Vehicle Registration Fee** -- $1.3 billion ($38 per year increase)
- **Zero Emission Vehicle Registration Fee** -- $16 million ($165 per year starting in 2nd year)
- **Truck Weight Fees** -- $1 billion (Return to transportation over five years)
- **Diesel Sales Tax** -- $216 million (3.5% increase)
- **Cap and Trade** -- $300 million (from unallocated C&T funds)
- **Miscellaneous transportation revenues** -- $149 million

Keeping Promises and Protecting Revenues

- One-time repayment of outstanding loans from transportation programs over two years. ($706 million)
- Return of truck weight fees to transportation projects over five years. ($1 billion)
- Constitutional amendment to ensure new funding cannot be diverted for non-transportation uses.

*These provisions will be in companion bills.*