



SB 1: Road Repair and Accountability Act of 2017

TAM Board Meeting
June 22, 2017



SB 1 Highlights

- First significant on-going increase in state transportation funding in more than two decades
- Focuses roadway maintenance with some funds for transit and non-motorized transportation
- SB 1 will generate an estimate of \$5.24 billion annually
- The California Transportation Commission (CTC) will administer most the programs in SB 1
 - Caltrans
 - California State Transportation Agency (CalSTA)



How to Generate \$5.24 Billion Annually:

- A 12-cent-a-gallon increase on gas excise tax
- A 20-cent-a-gallon increase in diesel excise tax
- An additional 4 percent increase in sales and use tax on diesel
- An increase in the Vehicle Registration Fee, ranging from \$25 to \$175 depending on the value of the vehicle
- A new annual \$100 fee on electric vehicles starting in 2020



Show Me the Money:

Funding Source	Estimated Annual Revenue	Indexed to the CPI
12-cent per gallon gas tax	\$2.44 billion	yes
Vehicle registration surcharge	\$1.63 billion	yes
20-cent-per-gallon diesel excise tax	\$0.73 billion	yes
4% increase in diesel sales tax	\$0.35 billion	
\$100-per-year zero emission vehicle fee	\$0.02 billion	yes
General fund loan repayments (one time)	\$0.07 billion	
Estimated Annual Total	\$5.24 billion	

When Will the Increases Take Place:

- Fuel excise tax increases take effect on November 1, 2017
- Transportation improvement fee (VRF) takes effect on January 1, 2018
- Zero-emission vehicle registration fee takes effect on July 1, 2020



Funding by Programs:

State Highway Operation and Protection Program (SHOPP)

- Projects that preserve and protect the state highway system
- SB 1 provides a supplemental \$1.9 billion to the SHOPP that was previously getting approximately \$2.5 billion annually
- All SHOPP funds go to Caltrans for projects selection and implementation
- Interim Guidelines to be adopted end of June 2017



Funding by Programs (cont.):

Local Partnership Program (LPP)

- For local or regional transportation agency that has voter approval of taxes or that have imposed fees, including uniform developer fee
- SB 1 will provides \$200 million annually to LPP
- For road maintenance and rehabilitation, and other transportation improvement projects
- 50% Formula/50% Competitive
 - Marin/ Sonoma Narrows strong candidate for competitive
- Guidelines to be adopted January 2018

Funding by Programs (cont.):

Active Transportation Program (ATP)

- Competitive non-motorized transportation projects
- \$100 million annually from SB 1
- Fund Distribution
 - 50% for Statewide Competition
 - 10% for Small Urban and Rural
 - 40% for MPO



Funding by Programs (cont.):

Active Transportation Program (ATP) (cont.)

- Funds will be available starting in 2017, which will be used to fund projects that were already submitted under the last cycle (Cycle 3), so new applications for funds available in 2017
- Cycle 4 is the start of the next full cycle with existing ATP funds and supplemental SB 1 funds, Cycle 4 Call for Projects will start tentatively in February/March 2018
- Applications due August 1, 2017
- CTC adopts project selection on December 7, 2017



Funding by Programs (cont.):

2017 Active Transportation Program (ATP) (cont.)

- Marin ATP Applications submitted for Cycle 3

Sponsor	Project	Requested	Pts
San Rafael	Francisco Blvd East/Grand Ave Bridge Ped/Bike Connectivity	\$4,025,000	81
Corte Madera	Central Marin Regional Pathways Gap Closure Project	\$2,626,000	78
GGNRA	SF Bay Trail, Vista Point Segment, Fort Baker	\$1,534,000	55
SMART	SMART Pathway - San Rafael (McInnis to Smith Ranch)	\$2,050,000	44

Funding by Programs (cont.):

Local Streets and Roads (LSR) Program

- SB 1 will provide approximately \$1.5 billion annually and distributed by formula to cities and counties
- Eligible projects include road maintenance and rehabilitation, safety projects, railroad grade separations, complete streets components, and traffic control devices
- However, LSR funds from SB 1 must be spent on maintenance and rehabilitation unless the jurisdiction has an average PCI of 80 or higher
- Guidelines – Draft July 2017, Adoption August 2017

Funding by Programs (cont.):

	FY16/17 Baseline Gas Tax Funds	FY18/19 Estimated SB 1 Increase	Combined Total (in 1000's)
Belvedere	46.8	44.0	90.8
Corte Madera	191.2	174.6	365.8
Fairfax	155.1	140.2	295.3
Larkspur	247.8	231.4	479.2
Mill Valley	288.5	275.4	563.9
Novato	1,054.5	999.0	2,053.5
Ross	54.1	50.6	104.7
San Anselmo	254.1	239.0	493.1
San Rafael	1,164.2	1,104.3	2,268.5
Sausalito	148.6	136.2	284.8
Tiburon	185.6	177.4	363.0
County	4,689.5	4,265.1	8,954.6
Total	8,479.9	7,837.3	16,317.2

Source: MTC



Funding by Programs (cont.):

Congested Corridors Program

- SB 1 will provide \$250 million beginning in FY 17/18 for competitive projects
- Programs of Projects will be adopted every two years
- Eligible Applicants includes:
 - Regional Transportation Planning Agency (MTC)
 - County Transportation Authority (TAM)
 - Caltrans

Funding by Programs (cont.):

Congested Corridors Program (cont.)

- Five sample projects cited in SB 1, including:
 - Multimodal approaches for the US 101 and SMART rail corridor in Marin and Sonoma Counties
- Eligible projects include
 - State highway
 - Local streets and roads
 - Public transit
 - Bike/ped facilities
 - Restoration and preservation work

Funding by Programs (cont.):

Congested Corridors Program (cont.)

- Viable Marin projects
 - MSN
 - US101/I580 Connector
 - SR37
- Guidelines
 - Draft Guidelines October 2017
 - Adoption in December 2017
 - Applications Due February 2018
 - Program of Projects Adoption May 2018

Funding by Programs (cont.):

Trade Corridor Enhancement Program

- For corridor-based freight projects nominated by local agencies and the State
- Approximately \$300 million annually
- Guidelines – Adoption in January 2018, Application due March 2018, Program Adoption May 2018
- Marin viable projects includes
 - SR37
 - MSN
 - I580

Funding by Programs (cont.):

Transit Programs

SB 1 Funding Programs	2017-18	2018-19	10-Year
Transit and Intercity Rail Capital Program <i>[SB 1 Transportation Improvement Fee]</i>	\$245	\$248	\$2,714
Transit and Intercity Rail Capital Program <i>[SB 1 Loan Repayment; over 3 years]</i>	\$78	\$78	\$236
TOTAL Transit and Intercity Rail Program	\$323	\$326	\$2,950
State Transit Assistance (operations & capital) <i>[SB 1 sales tax on diesel]</i>	\$175	\$274	\$3,091
State Transit Assistance (state of good repair) <i>[SB 1 Transportation Improvement Fee]</i>	\$105	\$106	\$1,163
TOTAL State Transit Assistance	\$280	\$380	\$4,254
Commuter Rail and Intercity Rail funding <i>[SB 1 sales tax on diesel]</i>	\$25	\$39	\$442
GRAND TOTAL	\$628	\$745	\$7,646

Funding by Programs (cont.):

Transit Programs (cont.)

- Administered by CalSTA
- Approximate State Transit Assistance (STA) Funds (Revenue Base) Annual Increase
 - Marin Transit - \$600,000 (starting in FY 18/19)
 - GGBHTD - \$3,212,000 (starting in FY 18/19)
- Approximate STA Funds Annual Increase for Transit Capital (FY 17/18)
 - Marin Transit - \$251,000
 - GGBHTD - \$1,349,000

Funding by Programs (cont.):

State Transportation Improvement Program (STIP)

- STIP funds are made available every two years, if funds are available
- SB 1 stabilizes funding for the STIP to remove uncertainty on availability
- Next round of funding will be available in 2018

Funding by Programs (cont.):

Other Miscellaneous SB 1 Programs

- Local Planning Grants
- Advance Mitigation
- Job Training/Contracting Provisions

Questions

