

AB 1 (Frazier)		SB 1 (Beall)
FUNDING		
Total Funding Provided	\$6 billion annually	\$6 billion annually
Road Maintenance and Rehabilitation Account	Creates the Road Maintenance and Rehabilitation Account (RMRA) for the purposes of addressing deferred maintenance on the state highway system and local streets and roads. Provides for the deposit of revenues from numerous mechanisms. Distributes funds equally between the California Department of Transportation (Caltrans) and cities and counties subject to certain conditions and reporting requirements. Prohibits cities and counties from using RMRH funds for other transportation purposes, unless their Pavement Conditions Index rating score meets or exceeds 80. Requires Caltrans and cities and counties, as a condition of receiving RMRA funding, to adopt and implement a program to promote and advance construction employment and training, and ensure the involvement of the California Conservation Corps in the delivery of RMRA funded projects.	
Self-Help County Funding Set-Aside (off the top)	Prioritizes \$200 million of available RMRA funds to counties that have adopted new or have existing sales tax measures, dedicated to transportation improvements, subject to certain conditions and reporting requirements.	
Active Transportation Funding (off the top)	Appropriates \$80 million annually in RMRA funds to the state's Active Transportation Program (ATP).	
Funding for Transportation Training and Research (off the top)	Continuously appropriates \$2 million in funds to the California State University system to fund transportation related workplace training and educational programs, but does not appropriate funds to the UC system.	Contagiously appropriates \$2 million in RMRA funds to the CSU system for transportation related workplace training and educational programs, but does not appropriate funds to the UC system.
Price-Based Excise Gas Tax-Roll back	Re-sets the price-based excise tax to 18 cents per gallon with revenues to be distributed through the existing state-local formula.	
Total: \$1.8 billion annually		

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Additional Price-Based Excise Tax Total: \$1.1 billion annually	Imposes an additional tax of 12 cents per gallon effective 90 days after the bill is chaptered. Requires revenues generated from this new tax to be deposited in the RMRA. Requires, beginning on July 1, 2019 , both taxes to be indexed based on changes in the state's Consumer Price Index.	Imposes an additional tax of 12 cents per gallon, incrementally over a three year period. Requires revenues generated from this new tax to be deposited in the RMRA. Requires, beginning on July 1, 2020 , both taxes to be indexed based on changes in the state's Consumer Price Index.
Registration Fee Total: \$1.3 billion annually	Requires, beginning on July 1, 2017 , the application of a \$38 registration fee on motor vehicles. Requires after July 1, 2019 , the fee to be indexed based on changes in the state's Consumer Price Index. Requires revenues generated from the fee to be deposited in the RMRA.	Requires, beginning on October 1, 2017 , the application of a \$38 registration fee on motor vehicles. Requires after October 1, 2020 , the fee to be indexed for inflation based on changes in the state's Consumer Price Index. Requires revenues generated from the fee to be deposited in the RMRA.
Zero-Emission Vehicle Registration Fee Total: Up to \$21 million a year	Requires, beginning on July 1, 2017, the application of a \$165 registration fee for zero-emission motor vehicles after the first year of ownership. Requires after July 1, 2019, that the fee be indexed based on changes in the state's Consumer Price Index. Requires the revenues raised from the fee to be deposited in the RMRA.	Requires, beginning on October 1, 2017, the application of a \$100 registration fee for zero-emission motor vehicles or any other motor vehicle that is able to operate on any fuel other than gasoline or diesel fuel , after the first year of ownership. Requires after October 1, 2020, that the fee be indexed based on changes in the state's Consumer Price Index. Requires the revenues raised from the fee to be deposited in the RMRA.
Miscellaneous Bond Revenues Total: \$185 million annually	Provides that miscellaneous bond revenues not including the sale of documents, and condemnation deposit fund investments, to be transferred from the Transportation Debt Service Fund to the RMRA.	

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Transit Funding: Increase in Diesel Sales Tax Total: Up to \$263 million a year	Increases the diesel sales and use tax by 4 percent, with revenues to be allocated via the State Transit Assistance formula to fund transit capital or maintenance projects, the design, or construction of new transit vehicles or transit facilities to improve existing service, or transit services that complement local efforts for the repair and improvement of local transportation infrastructure. Requires the submission of project lists of the projects to be funded, and imposes reporting requirement on transit agencies to account for the use of funds. Requires, beginning on July 1, 2019, the rate to be index based on changes in the state's Consumer Price Index.	Increases the diesel sales and use tax by 4 percent. Provides that 3.5 percent of the attribute 4 percent increase is to be allocated via the State Transit Assistance formula to fund transit capital or maintenance projects, the design, acquisition, or construction of new transit vehicles or transit facilities to improve existing service, or transit services that complement local efforts for the repair and improvement of local transportation infrastructure. Requires the remaining 0.5 percent of the 4 percent increase to be deposited in the Public Transportation Account for intercity rail and commuter rail purposes to be distributed by the California Department of Transportation (Caltrans). Requires, beginning on July 1, 2020, the excise tax to be indexed based on changes in the state's Consumer Price Index.
Transit Funding: Cap and Trade Total: \$300 million annually (dependent on credit auction receipts)	Doubles the formula share for the Transit and Intercity Rail Capital Program (TIRCP) from 10 percent of annual proceeds to 20 percent, and doubles formula share for the Low Carbon Transit Operation Program (LCTOP) from 5 percent of annual proceeds to 10 percent.	
Weight Fees Total: \$500 million annually after FY 2021-22	Limits the total amount of weight fee revenue on a sliding scale over five-years that can be transferred from the State Highway Account to be used for debt service on transportation bonds from \$900 million in FY 2017-18, to \$500 million in FY 2021-22 and thereafter. Prohibits weight fee revenue from being loaned to the General Fund.	Limits the percentage of total weight fee revenue on a sliding scale over five-years that can be transferred from the State Highway Account to be used for debt service on transportation bonds from 90 percent in FY 2017-18, to 50 percent in FY 2021-22 and thereafter. Prohibits weight fee revenue from being loaned to the General Fund.

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Repayment of Outstanding Transportation Loans to the General Fund Total: \$706 million (one-time)	Requires 50 percent of the outstanding loan amounts to be repaid by June 30, 2017 , with the remaining 50 percent to be repaid by June 30, 2018 . Requires 50 percent of the repaid funds to be allocated to cities and counties, and 50 percent to Caltrans for highway maintenance projects.	Requires 50 percent of the outstanding loan amounts to be repaid by December 31, 2017 , with the remaining 50 percent to be repaid by December 31, 2018 . Requires 50 percent of the repaid funds to be allocated to cities and counties, and 50 percent to Caltrans for highway maintenance projects.
Caltrans Efficiency Savings Total: Up to \$70 million annually	Requires the Caltrans to annually identify savings through department efficiencies annually, up to \$70 million, with the savings to be appropriated to the ATP.	
Goods Movement Total: \$600 million annually	Imposes an additional \$0.20 diesel fuel excise tax with revenues generated from the tax to be apportioned to the Trade Corridors Improvement Fund (TCIF) for Goods Movement Projects in the state. Indexes excise tax based on changes in the Consumer Price Index	
FAST Act Formula Freight Fund Allocation (National Highway Freight Program)	Requires the deposit of FAST Act formula freight funds to the state to be repaid by June 30, 2017 , with the remaining 50 percent to be repaid by June 30, 2018 . Requires 50 percent of the repaid funds to be allocated to cities and counties, and 50 percent to Caltrans for highway maintenance projects.	Requires the deposit of FAST Act formula freight funds into TCIF and imposes similar CTC project evaluation and selection requirements. Dedicates \$150 million exclusively to fund improvements at existing or future land ports of entry on the Mexican border. Dedicates \$70 million exclusively to fund grade separation projects that are jointly nominated by Caltrans and regional transportation agencies. Provides that the remaining \$360 million to be made available for regional agency projects that are nominated in consultation with Caltrans, and are consistent with TCIF corridor based programming targets.

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POLICY REFORMS/CHANGES			
Exclusion of California Transportation Commission from CalSTA	Included		Included
State Highway Operations and Protection Program Oversight	Requires the CTC, in reviewing the State Highway Operations and Protections Program (SHOPP), to hold at least one hearing in northern and southern California regarding the program. Requires Caltrans to submit project delivery dates for specific phases of SHOPP projects and to also submit any change to programmed projects as an amendment for CTC approval. Requires the CTC to make an allocation of all capital and support costs for each project in the SHOPP, and require Caltrans to submit supplemental project allocation requests to the CTC for each project that experiences cost overruns over the amount of its initial funding allocation.		
Advance Mitigation Program	Creates the Advanced Mitigation Program within Caltrans for the purposes of accelerating project delivery through advanced environmental mitigation efforts for transportation projects. Provides the use of numerous mitigation instruments by Caltrans including the use of mitigation banks, in lieu of fee programs, and conservation easements to provide advanced migration for STIP and SHOPP projects. Requires the formation of an advanced mitigation steering committee consisting of Caltrans and other state and federal regulatory agencies to advise the implementation of the program. Would appropriate \$30 million annually in RMRA funds over four fiscal years to the program.	Also creates an Advanced Mitigation Program but provides more specificity in the mitigation methods that may be used by Caltrans for advanced mitigation. These methods include the creation of mitigation and conservation banks where credits may be purchased, the ability to acquire and restore of lands and waterways, and the preparation or funding of regional conservation investment strategies. Provides that Caltrans may use migration credits in support of STIP or SHOPP projects, and also allows local transportation agencies the ability to purchase the credits from the state to fulfil migration requirements of planned transportation improvements. Creates a similar steering committee to advise the program implementation and appropriates \$30 million annually in RMRA funds over four fiscal years to the program.	

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CEQA Exemption for projects within an existing right-of-way	Included	Included
Permanent delegation of federal responsibilities under NEPA to Caltrans	Included	Included
Office of Transportation Inspector General	Creates the Office of the Transportation Inspector General to ensure the efficient and effective expenditure of state transportation funding, and in compliance with all applicable state and federal laws.	
Complete Streets	Requires Caltrans to update the department's Highway Design manual to incorporate the "complete streets" design concept by January 1, 2018.	
Contract Awards	No applicable provisions included	Requires Caltrans to develop a plan by January 1, 2020, to double the dollar value of contracts awarded to small businesses, disadvantaged business enterprises, and disabled veteran business enterprises.