

Assembly Republican Transportation Funding Plan

The Traffic Relief and Road Improvement Act provides **\$7.8 billion (\$5.6 billion multi-year/\$2.2 billion one-time revenues)** for transportation **without raising taxes**. AB 496 includes reforms to make transportation spending more accountable and efficient, and eliminates regulatory barriers that prevent traffic relief. It provides \$2.2 billion in one-time revenues from repayment of transportation loans.

Reforms

- Repeals the “road diet,” which blocks projects that reduce traffic congestion
- Creates a CEQA exemption for road repair projects
- Creates a Transportation Inspector General
- Requires audits for major transportation projects *
- Increases Caltrans contracting, and extends the sunset for public-private partnerships
- Achieves savings from Caltrans efficiencies
- Provides new oversight for Caltrans spending
- Restores independence for the California Transportation Commission
- Facilitates federal funding for the Trade Corridors Improvement Fund (TCIF) program

Annual Revenues

\$5.6 billion in multi-year additional transportation funding

- \$3 billion from sales and use taxes collected from sale of new and used vehicles
- \$1.1 billion from return of truck weight fees for transportation
- \$550 million from vehicle insurance taxes
- \$270 million in new funding from cap-and-trade for transit [equivalent to amount that would be generated by the 3.5% diesel sales tax increase in AB 1 (Frazier)]
- \$160 million from AB 118 vehicle registration fees (backfilled by cap-and-trade)
- \$140 million from return of miscellaneous transportation revenues *
- \$135 million from diesel sales tax (backfilled by cap-and-trade)
- \$125 million from return of taxes from sale of fuel for non-highway purposes
- \$100 million from Caltrans efficiencies
- \$10 million from return of diverted funds to the Off-Highway Vehicle Trust Fund

Total Funding Distribution (one-time revenues/multi-year revenues)

- **\$2.8 billion** (\$700 million/\$2.1 billion) for **local streets and roads**
- **\$2.4 billion** (\$1.03 billion/\$1.32 billion) for **new capacity/traffic relief**
- **\$1.9 billion** (\$190 million/\$1.7 billion) for **highway maintenance and rehabilitation**
- **\$520 million** (\$250 million/\$270 million) for **transit**
- **\$100 million** (all ongoing) for **active transportation**
- **\$80 million** (all ongoing) for **DMV modernization and CHP funding** *
- **\$10 million** (all ongoing) for **Off-Highway Vehicle Trust Fund**

* Amendments pending