Transportation Funding Related to Sustainable Streets

Facilitator: Matt Fabry, Bay Area Stormwater Management Agencies Association

Panel: Transportation Funding Agency Representatives
Sustainable Streets =

“Complete Streets” + Green infrastructure

- Provides safe access for pedestrians, bicyclists, motorists, and transit riders
- Enhances public health
- Reduces greenhouse gas emissions
- Reduces air pollution
- Reduces water pollution
- Reduces the urban heat island
- Sequesters carbon
- Provides flood storage
Hillside Blvd
Curb
Extensions
Town of Colma
Old County Rd
Curb Extensions
City of San Carlos
Old County Rd
Curb Extensions
City of San Carlos
Delaware Street
Vegetated Swales
City of San Mateo
Delaware Street
Vegetated Swales
City of San Mateo
Laurel Elementary
City of San Mateo
Humboldt St
City of San Mateo
Humboldt St
City of San Mateo
SB 1: TRANSPORTATION ACCOUNT FLOWS

20¢ Diesel Excise Tax
Begins: Nov 1, 2017; Indexed 2020
$656 M in FY 2018-19

12¢ Gas Excise Tax
Begins: Nov 1, 2017; Indexed 2020
$1.84 Billion in FY 18-19
(Increases to $3.2 Billion/yr. in FY 2026-27)

Transportation Improvement Fee
on vehicles
Begins: Jan 1, 2018; Index 2020
$1.48 Billion in FY 18-19
(Increases to $2 B in FY 2026-27)

4% Diesel Sales Tax
Nov. 1, 2017;
$326 in FY 18-19

Price Based Excise Tax Reset
17.3¢
Starts 2019; Indexed; 44% STIP, 44% Local Streets; 12% SHOPP

Road Maintenance and Rehabilitation Account
$3.1 Billion for “RMRA” in FY 2018/19
$2.3 Billion After Set Asides

50% to SHOPP
$1.15 B in FY 18/19

50% to LSR
$1.15 B in FY 18/19

Public Transportation Account
7/8 of Funds (or 4.5%) to State Transit Assistance on existing 50/50 formula ($285 M in FY 18-19)

Transit Programs

State Hwy Account
Solutions for Congested Corridors Program
$250 M/yr. (not indexed)

RMRA: Set Asides
- Self Help Incentive $200 M
- Active Transportation $100 M
- State Bridges & Culverts $400 M
- Freeway Service Patrol $25 M
- Workforce Development $5 M
- Local Planning Grants $25 M
- University Research $7 M
- Total Set Aside: $762 M

Total: $350 M; Indexed
- 30% to State Transit Assistance (STA) for services and improvements (CalSTA approves); $105 M in FY 18-19
- 70% to Transit Intercity Rail Capital Program $245 M in FY 18-19

$706 M Loan Repayment
- $256 to TIRCA (incl. $20 M for local climate adaption)
- $225 each to state SHOPP & cities and counties per RMRA

Advanced Mitigation
- $256 from STIP & SHOPP for four years

CALCOC
www.calcoc.org
CHAPTER 2. Road Maintenance and Rehabilitation Program

2030. (a) The Road Maintenance and Rehabilitation Program is hereby created to address deferred maintenance on the state highway system and the local street and road system. Funds made available by the program shall be prioritized for expenditure on basic road maintenance and road rehabilitation projects, and on critical safety projects.

(b) Funds made available by the program shall be used for projects that include, but are not limited to, the following:
- (A) Road maintenance and rehabilitation.
- (B) Safety projects.
- (C) Railroad grade separations.
- (D) Complete street components, including active transportation purposes, pedestrian and bicycle safety projects, transit facilities, and drainage and stormwater capture projects in conjunction with any other allowable project.
SB -1 RMRA Program

- (e) To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties receiving funds under the program shall include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.
SB -1 RMRA Program

- (f) To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties receiving funds under the program shall incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.