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| **Legislature Passes LandmarkTransportation Funding Package** |
| Late this evening, the Legislature passed SB 1 (Beall and Frazier), a landmark transportation funding package that is the culmination of more than two years of strong leadership by Senate Transportation and Housing Committee Chair Jim Beall and Assembly Transportation Committee Chair Jim Frazier. The bill passed the Senate by a vote of 27-11, while the Assembly approved it on a 54-26 count.The $5.24 billion/year funding package, which generates new revenues from various taxes and fees, is designed to repair and maintain our state highways and local roads, improve our trade corridors, and support public transit & active transportation. The funding package is expected to be signed into law by Governor Brown.**The funding package is a big step forward for our membership and those who rely on our transit services, representing the biggest new state commitment to public transit in more than 40 years**.**The California Transit Association thanks Governor Jerry Brown, Senate President pro Tempore Kevin de León, Assembly Speaker Anthony Rendon, and Transportation Committee Chairs Beall and Frazier for their hard work in getting the measure passed and for their steadfast support for public transit**.For transit systems across California, SB 1:* Increases the incremental sales tax on diesel fuel dedicated to the State Transit Assistance another 3.50% – generating approx. $250 million/year at first, and increased by a CPI factor over time – to be used for transit capital and operations purposes;
* Increases the incremental sales tax on diesel fuel another 0.50% – generating approx. $40 million/year at first, and increased by a CPI factor over time – and dedicates these revenues to intercity passenger rail systems and commuter rail systems; and,
* Establishes a new “Transportation Improvement Fee” under the Vehicle License Fee law (removing Article XIX restrictions) and dedicates these revenues as follows:
	+ Approximately $105 million/year to the STA program, for “state of good repair” types of expenditures;
	+ About $245 million/year to the Transit and Intercity Rail Capital Program, the competitive transit capital program overseen by the California State Transportation Agency; and,
	+ About $250 million/year to a new “Solutions for Congested Corridors Program” which would be available to the California Transportation Commission, for allocation to project applicants for a balanced set of transportation, environmental and community access improvements within highly congested travel corridors in California.

The funding package also provides for accelerated loan repayment from the General Fund to public transit, which would be deposited into the Transit and Intercity Rail Capital program.Additionally, SB 1 provides funding for various other multimodal programs with the potential to boost public transit. More specifically, the proposal provides:* $200 million/year for the “State and Local Partnership Program” to reward self-help counties;
* $110 million/year for the State Transportation Improvement Program;
* $100 million/year for the Active Transportation Program to expand and improve bicycle and pedestrian facilities; and
* $2.5 million/year to fund planning grants to assist regions with developing and updating their Regional Transportation Plans and Sustainable Community Strategies.

**We project that, in all, SB 1 directs or makes available approximately $640 million to $1.1 billion annually in new funding to public transit**.Finally, the funding package also advances a constitutional amendment – ACA 5 (Frazier and Newman) – to dedicate for transportation purposes all vehicle fee and gasoline or diesel tax revenues raised by the bill.If members of your legislative delegation supported SB 1, please contact them as soon as possible to thank them for recognizing the importance of public transit to communities across our state.And, thank you for all your hard work in support of this monumental funding package! |