

Proposition 1B - Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006.

Potential Funds For Local Governments

Prepared by the League of California Cities

(Working Draft 11/14/06)

Available Funding	Funding Allocation Process	Status
\$2 billion for the Local Street and Road Improvement, Congestion Relief, and Traffic Safety Account	Appropriated to the Controller, upon approval by Legislature, likely through state's annual budget bill to fund improvements to local transportation facilities that will repair and rehabilitate local streets and roads, reduce local traffic congestion, improve traffic flow, or increase traffic safety.	The League is drafting legislation with the California State Association of Counties to allocate \$1 billion each for cities and counties over five years beginning in FY 07-08.
\$4.5 billion to the Corridor Mobility Improvement Account	Funds must be appropriated to the California Transportation Commission (CTC) through state's annual budget bill to relieve congestion by expanding capacity, enhancing operations, and improving travel times in high congestion travel corridors. The CTC must adopt guidelines for project selection criteria to receive these funds. CTC will fund projects based on meeting guidelines for projects nominated by Caltrans, regional transportation agencies and county transportation authorities and commissions.	The CTC project guidelines for the Corridor Mobility Improvement Account were adopted November 8, 2006. Project nominations must be submitted to the CTC by January 16, 2007. The CTC will adopt an initial program to receive funding by March 1, 2007.
\$1 billion for improvements to State Route 99 traversing approximately 400 miles of the Central Valley.	Funds must be appropriated to Caltrans through the state's annual budget bill.	When available, Caltrans will allocate this money for safety, operational enhancements, rehabilitation, or capacity improvements on State Route 99.
\$3.1 billion for the California Ports Infrastructure, Security, and Air Quality Improvement Act.	Funds must be appropriated to the California Transportation Commission (CTC) through state's annual budget bill for infrastructure improvements to seaports, land ports of entry and airports, to relieve traffic congestion along major trade corridors, and to improve freight rail facilities to enhance the movement of goods from port to marketplace. Program guidelines subject to conditions and criteria established by the Legislature.	Program guidelines have not been determined. The CTC has held listening session with stakeholders around the state to determine how this program is going to work. To date, a consistent vision has not been established. Legislation to establish the program is likely needed to further define the program.
\$200 million for school bus retrofitting and replacement to reduce air pollution.	Appropriated upon approval by Legislature, likely through state's annual budget bill to reduce children's exposure to diesel gas.	It is unknown at this time how this program will be administered. The allocation process will be determined by legislative statutes

\$2 billion for projects in the State Transportation Improvement Program (STIP).	Appropriated to the CTC, upon approval by Legislature, likely through state's annual budget bill. Funds will be allocated for projects based on existing formula.	The CTC has stated that they would like this funding available immediately, but don't want to program it all at one time. The CTC may ask the Legislature to appropriate the funds on an on-going basis as projects are ready to be funded.
\$1 billion for the State-Local Partnership Program Account	Appropriated upon approval by Legislature, likely through state's annual budget bill. Requires legislation to implement and adopt program guidelines. This program requires a dollar for dollar match of local funds.	The CTC has held meetings with a working group of stakeholders to establish what this program will look like. The guidelines are still being developed, but the CTC hopes to have them clarified by January.
\$4 billion for the Public Transportation, Modernization, Improvement and Service Enhancement Account	Appropriated to Caltrans and Controller upon approval by Legislature, likely through state's annual budget bill for capital improvements and fleet expansion to enhance public transit, intercity and commuter rail, and waterborne transit.	Funds allocated directly to transit operators under existing formula (STA).
\$1 billion for the Transit System Safety, Security and Disaster Response Account	Appropriated upon approval by Legislature, likely through state's annual budget bill, for capital projects that provide increased protection against a security and safety threat and increase the capacity of transit operations to move people, goods and emergency personnel, and equipment in the preparation for and the aftermath of a disaster.	It is unknown at this time how this program will be administered. The allocation process will be determined by legislative statutes.
\$125 million for the Local Bridge Seismic Retrofit Account	Appropriated to Caltrans upon approval by Legislature, likely through state's annual budget bill.	Local agencies should work with Caltrans to access these funds, which will be used for the required 11.5 percent match for federal Highway Bridge Replacement and Repair funds for seismic work on local bridges, ramps and overpasses.
\$750 million for the Highway Safety, Rehabilitation and Preservation Account (SHOPP)	Appropriated upon approval by Legislature, likely through state's annual budget bill for highway safety, rehabilitation, and pavement preservation projects, including \$250 million for traffic light synchronization projects or other technology-based improvements to improve safety operations and the capacity of local streets and roads.	Allocated per existing SHOPP process. Caltrans will develop a program to fund traffic light synchronization or other technology based improvements on local system.
\$250 million for the Highway-Railroad Crossing Safety Account	Appropriated to Caltrans upon approval by Legislature, likely through state's annual budget bill for the completion of high-priority grade separation and railroad crossing safety improvements.	\$150 million of this fund will be allocated per current statute, except that a dollar for dollar match of non-state funds is required. Of the \$250 million, the CTC will allocate \$100 million in consultation with the High-Speed Rail Authority.