



Metro

Los Angeles County  
Metropolitan Transportation  
Authority  
One Gateway Plaza  
3rd Floor Board Room  
Los Angeles, CA

## Board Report

**File #:** 2016-0719, **File Type:** Federal Legislation / State Legislation (Position)

**Agenda Number:** 32.

**2<sup>nd</sup> REVISED**  
**EXECUTIVE MANAGEMENT COMMITTEE**  
**SEPTEMBER 15, 2016**

**SUBJECT: STATE LEGISLATION**

**ACTION: ADOPT STAFF RECOMMENDED POSITIONS**

### **RECOMMENDATION**

ADOPT staff recommended position:

**AB4X-26 ABX1-26 (Beall/Frazier) - Transportation Funding. SUPPORT**

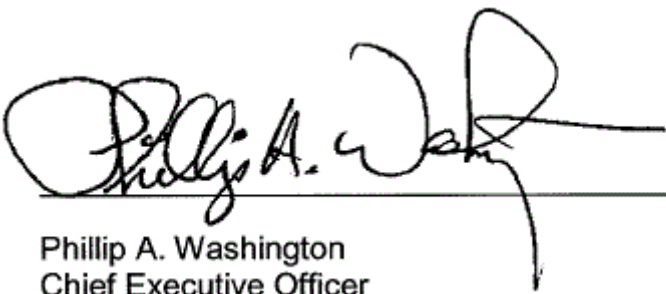
### **ATTACHMENTS**

Attachment A - AB4X-26 ABX1-26 (Frazier) and SBX1-1 (Beall) REVISED Legislative Analysis

Attachment B - AB4X-26 ABX1-26 (Beall) Legislation

Prepared by: Michael Turner, DEO, Government Relations, (213) 922-2122  
Desarae Jones, Government Relations Administrator, (213) 922-2230

Reviewed by: Pauletta Tonilas, Chief Communications Officer, (213) 922-3777



Phillip A. Washington  
Chief Executive Officer

**BILL:** ABX1 - 26 / SBX1 - 1

**AUTHOR:** ASSEMBLYMEMBER JIM FRAZIER (D-OAKLEY)  
&  
SENATOR JIM BEALL (D-SAN JOSE)

**SUBJECT:** TRANSPORTATION FUNDING

**STATUS:** PENDING COMMITTEE REFERRAL

**ACTION:** SUPPORT

**RECOMMENDATION**

Staff recommends that the Board of Directors adopt a SUPPORT position on the measures ABX1-26 (Frazier) and SBX1-1 (Beall). These joint measures would provide \$7.4 billion in annual funding for transportation. The bills would increase various taxes and fees, specify the allocation processes for the various programs, and, make various other reforms in the way transportation is funded.

Specifically the bills would:

- Increase the gasoline excise tax by \$0.17 and require it to be adjusted annually based on the Consumer Price Index (CPI).
- Restore the price based gasoline excise tax to the level prior to 2010; an increase of \$0.075.
- Increase the diesel excise tax by \$0.30.
- Increase the diesel sales tax by 3.5%.
- Increase the vehicle license fee by \$38.
- Implement a new Zero Emissions Vehicle Registration Fee of \$165.
- Increase the percentage of cap and trade funds allocated to public transit.
- Restore truck weight fees to the State Highway Account.
- Remove the California Transportation Commission from the California State Transportation Agency.
- Make reforms in the environmental process for various transportation projects.
- Create an Advanced Mitigation program for transportation projects.
- Require various new reporting requirements for local agencies.

~~These measures would provide new annual funding as follows:~~

- ~~**State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system.~~

- ~~**Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads.~~
- ~~**Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP).~~
- ~~**Transit** -- \$516 million annually for transit capital projects and operations.~~
- ~~**Freight** -- \$900 million annually for goods movement.~~
- ~~**Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects.~~

## **DISCUSSION**

Over the last few months the Chairs of the transportation policy committees in the Senate and Assembly have developed a consensus transportation funding proposal. Each Chair had introduced individual and different proposals in both the regular and extraordinary legislative sessions. The two Chairs have now reached an agreement on one proposal and have each introduced the proposal in their respective houses. These proposals are reflected in the legislation Assembly Bill X1-26 (Frazier) and Senate Bill X1-1 (Beall).

ABX1-26 (Frazier) and SBX1-1 (Beall) are expected to generate \$7.4 billion in annual funding to repair and maintain state and local roads, improve trade corridors, support public transportation and make investments in active transportation.

These measures would provide new annual funding as follows:

- **State** -- \$2.9 billion annually for maintenance and rehabilitation of the state highway system. These funds would be allocated by the California Transportation Commission.
- **Locals** -- \$2.5 billion annually for maintenance and rehabilitation of local streets and roads. These funds would be allocated to cities and counties via existing formulae.
- **Regions** -- \$534 million annually to help restore the cuts to the State Transportation Improvement Program (STIP). These funds are programmed by local agencies based on existing formulae.
- **Transit** -- \$516 million annually for transit capital projects and operations. The transit capital program is a discretionary grant program at the state level and the operations funds are allocated to local agencies via existing formulae.
- **Freight** -- \$900 million annually for goods movement. These funds would be allocated via the Trade Corridors Improvement Fund process.
- **Active Transportation** -- \$80 million annually, with up to \$150 million possible through Caltrans efficiencies, for bicycle and pedestrian projects. These funds would be allocated via discretionary grants by the state.

Historically, state funding for transportation has relied on the sales and use and excise taxes for diesel and gasoline. The transportation system nationwide has been challenged by a number of factors including the declining value of the gas tax. The gas

tax at the state and federal level has not been increased in over 20 years. Over that time, significant gains have been made in fuel efficiency and propulsion technologies which have allowed California in particular to significantly improve its air quality.

These new technologies are less reliant on gasoline and therefore pay less in gas taxes. As a result the ability to fund both the maintenance needs of the state highway and local streets and roads systems are facing significant challenges.

California is in the process of pursuing a Mileage Based User Fee pilot program through the California Transportation Commission. This effort currently being implemented as a pilot program statewide. This is an important effort for the state and could create a long-term and sustainable funding system. In the meantime however it is appropriate to consider an alternative short term solution for filling the funding gaps in the state's transportation funding budget as we continually face transportation, mobility, infrastructure and climate change challenges in our state.

~~ABX1-26 and SBX1-1 are expected to generate \$7.4 billion in annual funding to repair and maintain state and local roads, improve trade corridors, support public transportation and make investments in active transportation.~~

These bills have been introduced in the extraordinary session on transportation funding which expires on November 30, 2016. While it is unlikely that these measures will be considered this year, such proposals could be considered at a later time. Staff believes that due to the magnitude of the proposals and the importance of addressing transportation funding, it is important to take a position on these proposals.

Staff recommends that the Board adopt a SUPPORT position on the measures ABX1-26 (Frazier) and SBX1-1 (Beall).

### **DETERMINATION OF SAFETY IMPACT**

There is no determined safety impact due to the enactment of the proposed legislation.

### **FINANCIAL IMPACT**

The enactment of the provisions in this statute could result in securing accelerated funding for Metro's expansive long-range transportation plan. The funding proposals will also help augment local streets and road repairs and increase access to funding through competitive grant programs. The estimated financial impact has yet to be determined.

### **ALTERNATIVES CONSIDERED**

Staff has considered adopting either an oppose or neutral position on the bill. An oppose or neutral position would be inconsistent with Metro's Board approved 2016 State Legislative Program Goals to support efforts to increase funding for transportation projects in Los Angeles County.

## **NEXT STEPS**

Should the Board decide to adopt a SUPPORT position on these measures; staff will communicate the Board's position to the authors and work to ensure passage. Staff will continue to keep the Board informed as this issue is addressed throughout the legislative session.

AMENDED IN ASSEMBLY AUGUST 30, 2016

CALIFORNIA LEGISLATURE—2015–16 FIRST EXTRAORDINARY SESSION

**ASSEMBLY BILL**

**No. 26**

**Introduced by Assembly Member Frazier**  
(Principal coauthor: Senator Beall)

August 24, 2016

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An act to amend Sections 13975, 14500, 14526.5, and 16965 of, to add Sections 14033, 14526.7, and 16321 to, to add Part 5.1 (commencing with Section 14460) to Division 3 of Title 2 of, and to repeal Section 14534.1 of, the Government Code, to amend Section 39719 of the Health and Safety Code, to amend Section 21080.37 of, and to add Division 13.6 (commencing with Section 21200) to, the Public Resources Code, to amend Section 99312.1 of the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of the Revenue and Taxation Code, to amend Sections 183.1, 820.1, 2192, 2192.1, and 2192.2 of, to add Sections 2103.1 and 2192.4 to, and to add Chapter 2 (commencing with Section 2030) to Division 3 of, the Streets and Highways Code, and to add Sections 9250.3, 9250.6, and 9400.5 to the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

LEGISLATIVE COUNSEL'S DIGEST

AB 26, as amended, Frazier. Transportation funding.

(1) Existing law provides various sources of funding for transportation purposes, including funding for the state highway system and the local street and road system. These funding sources include, among others, fuel excise taxes, commercial vehicle weight fees, local transactions and use taxes, and federal funds. Existing law imposes certain

registration fees on vehicles, with revenues from these fees deposited in the Motor Vehicle Account and used to fund the Department of Motor Vehicles and the Department of the California Highway Patrol. Existing law provides for the monthly transfer of excess balances in the Motor Vehicle Account to the State Highway Account.

This bill would create the Road Maintenance and Rehabilitation Program to address deferred maintenance on the state highway system and the local street and road system. The bill would require the California Transportation Commission to adopt performance criteria, consistent with a specified asset management plan, to ensure efficient use of certain funds available for the program. The bill would provide for the deposit of various funds for the program in the Road Maintenance and Rehabilitation Account, which the bill would create in the State Transportation Fund, including revenues attributable to a \$0.17 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, an increase of \$38 in the annual vehicle registration fee with an inflation adjustment, as provided, a new \$165 annual vehicle registration fee with an inflation adjustment, as provided, applicable to zero-emission motor vehicles, as defined, and certain miscellaneous revenues described in (7) below that are not restricted as to expenditure by Article XIX of the California Constitution.

This bill would annually set aside \$200,000,000 of the funds available for the program to fund road maintenance and rehabilitation purposes in counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees, as defined, which taxes or fees are dedicated solely to transportation improvements. These funds would be continuously appropriated for allocation pursuant to guidelines to be developed by the California Transportation Commission in consultation with local agencies. The bill would require \$80,000,000 of the funds available for the program to be annually transferred to the State Highway Account for expenditure on the Active Transportation Program. The bill would require \$30,000,000 of the funds available for the program in each of 4 fiscal years beginning in 2017–18 to be transferred to the Advance Mitigation Fund created by the bill pursuant to (12) below. The bill would continuously appropriate \$2,000,000 annually of the funds available for the program to the California State University for the purpose of conducting transportation research and transportation-related workforce education, training, and development. The bill would require the remaining funds available for

the program to be allocated 50% for maintenance of the state highway system or to the state highway operation and protection program and 50% to cities and counties pursuant to a specified formula. The bill would impose various requirements on the department and agencies receiving these funds. The bill would authorize a city or county to spend its apportionment of funds under the program on transportation priorities other than those allowable pursuant to the program if the city's or county's average Pavement Condition Index meets or exceeds 80.

The bill would also require the department to annually identify savings achieved through efficiencies implemented at the department and to propose, from the identified savings, an appropriation to be included in the annual Budget Act of up to \$70,000,000 from the State Highway Account for expenditure on the Active Transportation Program.

(2) Existing law establishes in state government the Transportation Agency, which includes various departments and state entities, including the California Transportation Commission. Existing law vests the California Transportation Commission with specified powers, duties, and functions relative to transportation matters. Existing law requires the commission to retain independent authority to perform the duties and functions prescribed to it under any provision of law.

This bill would exclude the California Transportation Commission from the Transportation Agency, establish it as an entity in state government, and require it to act in an independent oversight role. The bill would also make conforming changes.

(3) Existing law creates various state agencies, including the Department of Transportation, the High-Speed Rail Authority, the Department of the California Highway Patrol, the Department of Motor Vehicles, and the State Air Resources Board, with specified powers and duties. Existing law provides for the allocation of state transportation funds to various transportation purposes.

This bill would create the Office of the Transportation Inspector General in state government, as an independent office that would not be a subdivision of any other government entity, to ensure that all of the above-referenced state agencies and all other state agencies expending state transportation funds are operating efficiently, effectively, and in compliance with federal and state laws. The bill would provide for the Governor to appoint the Transportation Inspector General for a 6-year term, subject to confirmation by the Senate, and would provide that the Transportation Inspector General may not be removed from office during the term except for good cause. The bill



would specify the duties and responsibilities of the Transportation Inspector General and would require an annual report to the Legislature and Governor.

This bill would require the department to update the Highway Design Manual to incorporate the “complete streets” design concept by January 1, 2017.

(4) Existing law provides for loans of revenues from various transportation funds and accounts to the General Fund, with various repayment dates specified.

This bill would require the Department of Finance, on or before September 1, 2016, to compute the amount of outstanding loans made from specified transportation funds. The bill would require the Department of Transportation to prepare a loan repayment schedule and would require the outstanding loans to be repaid pursuant to that schedule, as prescribed. The bill would appropriate funds for that purpose from the Budget Stabilization Account. The bill would require the repaid funds to be transferred, pursuant to a specified formula, to cities and counties and to the department for maintenance of the state highway system and for purposes of the state highway operation and protection program.

(5) The Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Proposition 1B) created the Trade Corridors Improvement Fund and provided for allocation by the California Transportation Commission of \$2 billion in bond funds for infrastructure improvements on highway and rail corridors that have a high volume of freight movement and for specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

This bill would deposit the revenues attributable to a \$0.30 per gallon increase in the diesel fuel excise tax imposed by the bill into the Trade Corridors Improvement Fund. The bill would require revenues apportioned to the state from the national highway freight program established by the federal Fixing America’s Surface Transportation Act to be allocated for trade corridor improvement projects approved pursuant to these provisions.

Existing law requires the commission, in determining projects eligible for funding, to consult various state freight and regional infrastructure and goods movement plans and the statewide port master plan.

This bill would delete consideration of the State Air Resources Board's Sustainable Freight Strategy and the statewide port master plan and would instead include consideration of the applicable port master plan when determining eligible projects for funding. The bill would also expand eligible projects to include rail landside access improvements, landside freight access improvements to airports, and certain capital and operational improvements.

(6) Existing law requires all moneys, except for fines and penalties, collected by the State Air Resources Board from the auction or sale of allowances as part of a market-based compliance mechanism relative to reduction of greenhouse gas emissions to be deposited in the Greenhouse Gas Reduction Fund. Existing law continuously appropriates 10% of the annual proceeds of the fund to the Transit and Intercity Rail Capital Program and 5% of the annual proceeds of the fund to the Low Carbon Transit Operations Program.

This bill would, beginning in the 2016–17 fiscal year, instead continuously appropriate 20% of those annual proceeds to the Transit and Intercity Rail Capital Program and 10% of those annual proceeds to the Low Carbon Transit Operations Program, thereby making an appropriation.

(7) Article XIX of the California Constitution restricts the expenditure of revenues from taxes imposed by the state on fuels used in motor vehicles upon public streets and highways to street and highway and certain mass transit purposes. Existing law requires certain miscellaneous revenues deposited in the State Highway Account that are not restricted as to expenditure by Article XIX of the California Constitution to be transferred to the Transportation Debt Service Fund in the State Transportation Fund, as specified, and requires the Controller to transfer from the fund to the General Fund an amount of those revenues necessary to offset the current year debt service made from the General Fund on general obligation transportation bonds issued pursuant to Proposition 116 of 1990.

This bill would delete the transfer of these miscellaneous revenues to the Transportation Debt Service Fund, thereby eliminating the offsetting transfer to the General Fund for debt service on general obligation transportation bonds issued pursuant to Proposition 116 of 1990. The bill, subject to a specified exception, would instead require the miscellaneous revenues to be retained in the State Highway Account and to be deposited in the Road Maintenance and Rehabilitation Account.

(8) Article XIX of the California Constitution requires gasoline excise tax revenues from motor vehicles traveling upon public streets and highways to be deposited in the Highway Users Tax Account, for allocation to city, county, and state transportation purposes. Existing law generally provides for statutory allocation of gasoline excise tax revenues attributable to other modes of transportation, including aviation, boats, agricultural vehicles, and off-highway vehicles, to particular accounts and funds for expenditure on purposes associated with those other modes, except that a specified portion of these gasoline excise tax revenues is deposited in the General Fund. Expenditure of the gasoline excise tax revenues attributable to those other modes is not restricted by Article XIX of the California Constitution.

This bill, commencing July 1, 2016, would instead transfer to the Highway Users Tax Account for allocation to state and local transportation purposes under a specified formula the portion of gasoline excise tax revenues currently being deposited in the General Fund that are attributable to boats, agricultural vehicles, and off-highway vehicles. Because that account is continuously appropriated, the bill would make an appropriation.

(9) Existing law, as of July 1, 2011, increases the sales and use tax on diesel and decreases the excise tax, as provided. Existing law requires the State Board of Equalization to annually modify both the gasoline and diesel excise tax rates on a going-forward basis so that the various changes in the taxes imposed on gasoline and diesel are revenue neutral.

This bill would eliminate the annual rate adjustment to maintain revenue neutrality for the gasoline and diesel excise tax rates and would reimpose the higher gasoline excise tax rate that was in effect on July 1, 2010, in addition to the increase in the rate described in paragraph (1).

Existing law, beyond the sales and use tax rate generally applicable, imposes an additional sales and use tax on diesel fuel at the rate of 1.75%, subject to certain exemptions, and provides for the net revenues collected from the additional tax to be transferred to the Public Transportation Account. Existing law continuously appropriates these revenues to the Controller for allocation by formula to transportation agencies for public transit purposes.

This bill would increase the additional sales and use tax on diesel fuel by an additional 3.5%. By increasing the revenues deposited in a continuously appropriated fund, the bill would thereby make an appropriation. The bill would restrict expenditures of revenues from

this increase in the sales and use tax on diesel fuel to transit capital purposes and certain transit services and would require a recipient transit agency to comply with certain requirements, including submitting a list of proposed projects to the Department of Transportation, as a condition of receiving a portion of these funds. The bill would require an existing required audit of transit operator finances to verify that these new revenues have been expended in conformance with these specific restrictions and all other generally applicable requirements.

This bill would, beginning July 1, 2019, and every 3rd year thereafter, require the State Board of Equalization to recompute the gasoline and diesel excise tax rates and the additional sales and use tax rate on diesel fuel based upon the percentage change in the California Consumer Price Index transmitted to the board by the Department of Finance, as prescribed.

(10) Existing law requires the Department of Transportation to prepare a state highway operation and protection program every other year for the expenditure of transportation capital improvement funds for projects that are necessary to preserve and protect the state highway system, excluding projects that add new traffic lanes. The program is required to be based on an asset management plan, as specified. Existing law requires the department to specify, for each project in the program the capital and support budget and projected delivery date for various components of the project. Existing law provides for the California Transportation Commission to review and adopt the program, and authorizes the commission to decline and adopt the program if it determines that the program is not sufficiently consistent with the asset management plan.

This bill would add to the program capital projects relative to the operation of those state highways and bridges. The bill would require the commission, as part of its review of the program, to hold at least one hearing in northern California and one hearing in southern California regarding the proposed program. The bill would require the department to submit any change to a programmed project as an amendment to the commission for its approval.

This bill, on and after February 1, 2017, would also require the commission to make an allocation of all capital and support costs for each project in the program, and would require the department to submit a supplemental project allocation request to the commission for each project that experiences cost increases above the amounts in its allocation. The bill would require the commission to establish guidelines

to provide exceptions to the requirement for a supplemental project allocation requirement that the commission determines are necessary to ensure that projects are not unnecessarily delayed.

(11) Existing law imposes weight fees on the registration of commercial motor vehicles and provides for the deposit of net weight fee revenues into the State Highway Account. Existing law provides for the transfer of certain weight fee revenues from the State Highway Account to the Transportation Debt Service Fund to reimburse the General Fund for payment of debt service on general obligation bonds issued for transportation purposes. Existing law also provides for the transfer of certain weight fee revenues to the Transportation Bond Direct Payment Account for direct payment of debt service on designated bonds, which are defined to be certain transportation general obligation bonds issued pursuant to Proposition 1B of 2006. Existing law also provides for loans of weight fee revenues to the General Fund to the extent the revenues are not needed for bond debt service purposes, with the loans to be repaid when the revenues are later needed for those purposes, as specified.

This bill, notwithstanding these provisions or any other law, would only authorize specified percentages of weight fee revenues to be transferred from the State Highway Account to the Transportation Debt Service Fund, the Transportation Bond Direct Payment Account, or any other fund or account for the purpose of payment of the debt service on transportation general obligation bonds in accordance with a prescribed schedule and would prohibit the transfer of weight fee revenues from the State Highway Account after the 2020–21 fiscal year. The bill would also prohibit loans of weight fee revenues to the General Fund.

(12) The California Environmental Quality Act (CEQA) requires a lead agency, as defined, to prepare, or cause to be prepared, and certify the completion of, an environmental impact report on a project that it proposes to carry out or approve that may have a significant effect on the environment or to adopt a negative declaration if it finds that the project will not have that effect. CEQA also requires a lead agency to prepare a mitigated negative declaration for a project that may have a significant effect on the environment if revisions in the project would avoid or mitigate that effect and there is no substantial evidence that the project, as revised, would have a significant effect on the environment.

CEQA, until January 1, 2020, exempts a project or an activity to repair, maintain, or make minor alterations to an existing roadway, as defined, other than a state roadway, if the project or activity is carried out by a city or county with a population of less than 100,000 persons to improve public safety and meets other specified requirements.

This bill would extend the above-referenced exemption indefinitely and delete the limitation of the exemption to projects or activities in cities and counties with a population of less than 100,000 persons. The bill would also expand the exemption to include state roadways.

This bill would also establish the Advance Mitigation Program in the Department of Transportation. The bill would authorize the department to undertake mitigation measures in advance of construction of a planned transportation project. The bill would require the department to establish a steering committee to advise the department on advance mitigation measures and related matters. The bill would create the Advance Mitigation Fund as a continuously appropriated revolving fund, to be funded initially from the Road Maintenance and Rehabilitation Program pursuant to (1) above. The bill would provide for reimbursement of the revolving fund at the time a planned transportation project benefiting from advance mitigation is constructed.

(13) Existing federal law requires the United States Secretary of Transportation to carry out a surface transportation project delivery program, under which the participating states assume certain responsibilities for environmental review and clearance of transportation projects that would otherwise be the responsibility of the federal government. Existing law, until January 1, 2017, provides that the State of California consents to the jurisdiction of the federal courts with regard to the compliance, discharge, or enforcement of the responsibilities the Department of Transportation assumed as a participant in this program.

This bill would delete the January 1, 2017, repeal date, thereby extending these provisions indefinitely.

(14) This bill would declare that it is to take effect immediately as an urgency statute.

Vote:  $\frac{2}{3}$ . Appropriation: yes. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. The Legislature finds and declares all of the  
2 following:

1 (a) Over the next 10 years, the state faces a \$59 billion shortfall  
2 to adequately maintain the existing state highway system in order  
3 to keep it in a basic state of good repair.

4 (b) Similarly, cities and counties face a \$78 billion shortfall  
5 over the next decade to adequately maintain the existing network  
6 of local streets and roads.

7 (c) Statewide taxes and fees dedicated to the maintenance of  
8 the system have not been increased in more than 20 years, with  
9 those revenues losing more than 55 percent of their purchasing  
10 power, while costs to maintain the system have steadily increased  
11 and much of the underlying infrastructure has aged past its expected  
12 useful life.

13 (d) California motorists are spending \$17 billion annually in  
14 extra maintenance and car repair bills, which is more than \$700  
15 per driver, due to the state's poorly maintained roads.

16 (e) Failing to act now to address this growing problem means  
17 that more drastic measures will be required to maintain our system  
18 in the future, essentially passing the burden on to future generations  
19 instead of doing our job today.

20 (f) A funding program will help address a portion of the  
21 maintenance backlog on the state's road system and will stop the  
22 growth of the problem.

23 (g) Modestly increasing various fees can spread the cost of road  
24 repairs broadly to all users and beneficiaries of the road network  
25 without overburdening any one group.

26 (h) Improving the condition of the state's road system will have  
27 a positive impact on the economy as it lowers the transportation  
28 costs of doing business, reduces congestion impacts for employees,  
29 and protects property values in the state.

30 (i) The federal government estimates that increased spending  
31 on infrastructure creates more than 13,000 jobs per \$1 billion spent.

32 (j) Well-maintained roads benefit all users, not just drivers, as  
33 roads are used for all modes of transport, whether motor vehicles,  
34 transit, bicycles, or pedestrians.

35 (k) Well-maintained roads additionally provide significant health  
36 benefits and prevent injuries and death due to crashes caused by  
37 poorly maintained infrastructure.

38 (l) A comprehensive, reasonable transportation funding package  
39 will do all of the following:

40 (1) Ensure these transportation needs are addressed.

1 (2) Fairly distribute the economic impact of increased funding.

2 (3) Restore the gas tax rate previously reduced by the State  
3 Board of Equalization pursuant to the gas tax swap.

4 (4) Direct increased revenue to the state's highest transportation  
5 needs.

6 SEC. 2. Section 13975 of the Government Code is amended  
7 to read:

8 13975. There is in the state government the Transportation  
9 Agency. The agency consists of the Department of the California  
10 Highway Patrol, the Department of Motor Vehicles, the Department  
11 of Transportation, the High-Speed Rail Authority, and the Board  
12 of Pilot Commissioners for the Bays of San Francisco, San Pablo,  
13 and Suisun.

14 SEC. 3. Section 14033 is added to the Government Code, to  
15 read:

16 14033. On or before January 1, 2017, the department shall  
17 update the Highway Design Manual to incorporate the "complete  
18 streets" design concept.

19 SEC. 4. Part 5.1 (commencing with Section 14460) is added  
20 to Division 3 of Title 2 of the Government Code, to read:

21  
22 PART 5.1. OFFICE OF THE TRANSPORTATION INSPECTOR  
23 GENERAL  
24

25 14460. (a) There is hereby created in state government the  
26 independent Office of the Transportation Inspector General, which  
27 shall not be a subdivision of any other governmental entity, to  
28 ensure that the Department of Transportation, the High-Speed Rail  
29 Authority, the Department of the California Highway Patrol, the  
30 Department of Motor Vehicles, the State Air Resources Board,  
31 and all other state agencies expending state transportation funds  
32 are operating efficiently, effectively, and in compliance with  
33 applicable federal and state laws.

34 (b) The Governor shall appoint, subject to confirmation by the  
35 Senate, the Transportation Inspector General to a six-year term.  
36 The Transportation Inspector General may not be removed from  
37 office during that term, except for good cause. A finding of good  
38 cause may include substantial neglect of duty, gross misconduct,  
39 or conviction of a crime. The reasons for removal of the  
40 Transportation Inspector General shall be stated in writing and



1 shall include the basis for removal. The writing shall be sent to  
2 the Secretary of the Senate and the Chief Clerk of the Assembly  
3 at the time of the removal and shall be deemed to be a public  
4 document.

5 14461. The Transportation Inspector General shall review  
6 policies, practices, and procedures and conduct audits and  
7 investigations of activities involving state transportation funds in  
8 consultation with all affected state agencies. Specifically, the  
9 Transportation Inspector General's duties and responsibilities shall  
10 include, but not be limited to, all of the following:

11 (a) To examine the operating practices of all state agencies  
12 expending state transportation funds to identify fraud and waste,  
13 opportunities for efficiencies, and opportunities to improve the  
14 data used to determine appropriate project resource allocations.

15 (b) To identify best practices in the delivery of transportation  
16 projects and develop policies or recommend proposed legislation  
17 enabling state agencies to adopt these practices when practicable.

18 (c) To provide objective analysis of and, when possible, offer  
19 solutions to concerns raised by the public or generated within  
20 agencies involving the state's transportation infrastructure and  
21 project delivery methods.

22 (d) To conduct, supervise, and coordinate audits and  
23 investigations relating to the programs and operations of all state  
24 transportation agencies with state-funded transportation projects.

25 (e) To recommend policies promoting economy and efficiency  
26 in the administration of programs and operations of all state  
27 agencies with state-funded transportation projects.

28 (f) To ensure that the Secretary of Transportation and the  
29 Legislature are fully and currently informed concerning fraud or  
30 other serious abuses or deficiencies relating to the expenditure of  
31 funds or administration of programs and operations.

32 14462. The Transportation Inspector General shall report at  
33 least annually to the Governor and Legislature with a summary of  
34 his or her findings, investigations, and audits. The summary shall  
35 be posted on the Transportation Inspector General's Internet Web  
36 site and shall otherwise be made available to the public upon its  
37 release to the Governor and Legislature. The summary shall  
38 include, but need not be limited to, significant problems discovered  
39 by the Transportation Inspector General and whether  
40 recommendations of the Transportation Inspector General relative

1 to investigations and audits have been implemented by the affected  
2 agencies. The report shall be submitted to the Legislature in  
3 compliance with Section 9795.

4 SEC. 5. Section 14500 of the Government Code is amended  
5 to read:

6 14500. There is in state government a California Transportation  
7 Commission. The commission shall act in an independent oversight  
8 role.

9 SEC. 6. Section 14526.5 of the Government Code is amended  
10 to read:

11 14526.5. (a) Based on the asset management plan prepared  
12 and approved pursuant to Section 14526.4, the department shall  
13 prepare a state highway operation and protection program for the  
14 expenditure of transportation funds for major capital improvements  
15 that are necessary to preserve and protect the state highway system.  
16 Projects included in the program shall be limited to improvements  
17 relative to maintenance, safety, rehabilitation, and operation of  
18 state highways and bridges that do not add a new traffic lane to  
19 the system.

20 (b) The program shall include projects that are expected to be  
21 advertised prior to July 1 of the year following submission of the  
22 program, but which have not yet been funded. The program shall  
23 include those projects for which construction is to begin within  
24 four fiscal years, starting July 1 of the year following the year the  
25 program is submitted.

26 (c) (1) The department, at a minimum, shall specify, for each  
27 project in the state highway operation and protection program, the  
28 capital and support budget for each of the following project  
29 components:

30 (A) Project approval and environmental documents.

31 (B) Plans, specifications, and estimates.

32 (C) Rights-of-way.

33 (D) Construction.

34 (2) The department shall specify, for each project in the state  
35 highway operation and protection program, a projected delivery  
36 date for each of the following components:

37 (A) Environmental document completion.

38 (B) Plans, specifications, and estimate completion.

39 (C) Right-of-way certification.

40 (D) Start of construction.

(d) The department shall submit its proposed program to the commission not later than January 31 of each even-numbered year. Prior to submitting its proposed program, the department shall make a draft of its proposed program available to transportation planning agencies for review and comment and shall include the comments in its submittal to the commission. The department shall provide the commission with detailed information for all programmed projects, including, but not limited to, cost, scope, schedule, and performance metrics as determined by the commission.

(e) The commission shall review the proposed program relative to its overall adequacy, consistency with the asset management plan prepared and approved pursuant to Section 14526.4 and funding priorities established in Section 167 of the Streets and Highways Code, the level of annual funding needed to implement the program, and the impact of those expenditures on the state transportation improvement program. The commission shall adopt the program and submit it to the Legislature and the Governor not later than April 1 of each even-numbered year. The commission may decline to adopt the program if the commission determines that the program is not sufficiently consistent with the asset management plan prepared and approved pursuant to Section 14526.4.

(f) As part of the commission's review of the program required pursuant to subdivision (a), the commission shall hold at least one hearing in northern California and one hearing in southern California regarding the proposed program.

(g) Expenditures for these projects shall not be subject to Sections 188 and 188.8 of the Streets and Highways Code.

(h) Following adoption of the state highway operation and protection program by the commission, any change to a programmed project shall be submitted as an amendment by the department to the commission for its approval before the change may be implemented.

SEC. 7. Section 14526.7 is added to the Government Code, to read:

14526.7. (a) On and after February 1, 2017, an allocation by the commission of all capital and support costs for each project in the state highway operation and protection program shall be required.

1 (b) For a project that experiences increases in capital or support  
2 costs above the amounts in the commission's allocation pursuant  
3 to subdivision (a), a supplemental project allocation request shall  
4 be submitted by the department to the commission for approval.

5 (c) The commission shall establish guidelines to provide  
6 exceptions to the requirement of subdivision (b) that the  
7 commission determines are necessary to ensure that projects are  
8 not unnecessarily delayed.

9 SEC. 8. Section 14534.1 of the Government Code is repealed.

10 SEC. 9. Section 16321 is added to the Government Code, to  
11 read:

12 16321. (a) Notwithstanding any other law, on or before  
13 September 1, 2016, the Department of Finance shall compute the  
14 amount of outstanding loans made from the State Highway  
15 Account, the Motor Vehicle Fuel Account, the Highway Users  
16 Tax Account, and the Motor Vehicle Account to the General Fund.  
17 The department shall prepare a loan repayment schedule, pursuant  
18 to which the outstanding loans shall be repaid, as follows:

19 (1) On or before June 30, 2017, 50 percent of the outstanding  
20 loan amounts.

21 (2) On or before June 30, 2018, the remainder of the outstanding  
22 loan amounts.

23 (b) Notwithstanding any other law, as the loans are repaid  
24 pursuant to this section, the repaid funds shall be transferred in the  
25 following manner:

26 (1) Fifty percent to cities and counties pursuant to clauses (i)  
27 and (ii) of subparagraph (C) of paragraph (3) of subdivision (a) of  
28 Section 2103 of the Streets and Highways Code.

29 (2) Fifty percent to the department for maintenance of the state  
30 highway system and for purposes of the state highway operation  
31 and protection program.

32 (c) Funds for loan repayments pursuant to this section are hereby  
33 appropriated from the Budget Stabilization Account pursuant to  
34 subclause (II) of clause (ii) of subparagraph (B) of paragraph (1)  
35 of subdivision (c) of Section 20 of Article XVI of the California  
36 Constitution.

37 SEC. 10. Section 16965 of the Government Code is amended  
38 to read:

1 16965. (a) (1) The Transportation Debt Service Fund is hereby  
2 created in the State Treasury. Moneys in the fund shall be dedicated  
3 to all of the following purposes:

4 (A) Payment of debt service with respect to designated bonds,  
5 as defined in subdivision (c) of Section 16773, and as further  
6 provided in paragraph (3) and subdivision (b).

7 (B) To reimburse the General Fund for debt service with respect  
8 to bonds.

9 (C) To redeem or retire bonds, pursuant to Section 16774,  
10 maturing in a subsequent fiscal year.

11 (2) The bonds eligible under subparagraph (B) or (C) of  
12 paragraph (1) include bonds issued pursuant to the Passenger Rail  
13 and Clean Air Bond Act of 1990 (Chapter 17 (commencing with  
14 Section 2701) of Division 3 of the Streets and Highways Code),  
15 the Seismic Retrofit Bond Act of 1996 (Chapter 12.48  
16 (commencing with Section 8879) of Division 1 of Title 2), and the  
17 Safe, Reliable High-Speed Passenger Train Bond Act for the 21st  
18 Century (Chapter 20 (commencing with Section 2704) of Division  
19 3 of the Streets and Highways Code), and nondesignated bonds  
20 under Proposition 1B, as defined in subdivision (c) of Section  
21 16773.

22 (3) (A) The Transportation Bond Direct Payment Account is  
23 hereby created in the State Treasury, as a subaccount within the  
24 Transportation Debt Service Fund, for the purpose of directly  
25 paying the debt service, as defined in paragraph (4), of designated  
26 bonds of Proposition 1B, as defined in subdivision (c) of Section  
27 16773. Notwithstanding Section 13340, moneys in the  
28 Transportation Bond Direct Payment Account are continuously  
29 appropriated for payment of debt service with respect to designated  
30 bonds as provided in subdivision (c) of Section 16773. So long as  
31 any designated bonds remain outstanding, the moneys in the  
32 Transportation Bond Direct Payment Account may not be used  
33 for any other purpose, and may not be borrowed by or available  
34 for transfer to the General Fund pursuant to Section 16310 or any  
35 similar law, or to the General Cash Revolving Fund pursuant to  
36 Section 16381 or any similar law.

37 (B) Once the Treasurer makes a certification that payment of  
38 debt service with respect to all designated bonds has been paid or  
39 provided for, any remaining moneys in the Transportation Bond

1 Direct Payment Account shall be transferred back to the  
2 Transportation Debt Service Fund.

3 (C) The moneys in the Transportation Bond Direct Payment  
4 Account shall be invested in the Surplus Money Investment Fund,  
5 and all investment earnings shall accrue to the account.

6 (D) The Controller may establish subaccounts within the  
7 Transportation Bond Direct Payment Account as may be required  
8 by the resolution, indenture, or other documents governing any  
9 designated bonds.

10 (4) For purposes of this subdivision and subdivision (b), and  
11 subdivision (c) of Section 16773, “debt service” means payment  
12 of all of the following costs and expenses with respect to any  
13 designated bond:

14 (A) The principal of and interest on the bonds.

15 (B) Amounts payable as the result of tender on any bonds, as  
16 described in clause (iv) of subparagraph (B) of paragraph (1) of  
17 subdivision (d) of Section 16731.

18 (C) Amounts payable under any contractual obligation of the  
19 state to repay advances and pay interest thereon under a credit  
20 enhancement or liquidity agreement as described in clause (iv) of  
21 subparagraph (B) of paragraph (1) of subdivision (d) of Section  
22 16731.

23 (D) Any amount owed by the state to a counterparty after any  
24 offset for payments owed to the state on any hedging contract as  
25 described in subparagraph (A) of paragraph (2) of subdivision (d)  
26 of Section 16731.

27 (b) From the moneys transferred to the fund pursuant to  
28 paragraph (2) or (3) of subdivision (c) of Section 9400.4 of the  
29 Vehicle Code, there shall first be deposited into the Transportation  
30 Bond Direct Payment Account in each month sufficient funds to  
31 equal the amount designated in a certificate submitted by the  
32 Treasurer to the Controller and the Director of Finance at the start  
33 of each fiscal year, and as may be modified by the Treasurer  
34 thereafter upon issuance of any new issue of designated bonds or  
35 upon change in circumstances that requires such a modification.  
36 This certificate shall be calculated by the Treasurer to identify, for  
37 each month, the amount necessary to fund all of the debt service  
38 with respect to all designated bonds. This calculation shall be done  
39 in a manner provided in the resolution, indenture, or other  
40 documents governing the designated bonds. In the event that

1 transfers to the Transportation Bond Direct Payment Account in  
2 any month are less than the amounts required in the Treasurer's  
3 certificate, the shortfall shall carry over to be part of the required  
4 payment in the succeeding month or months.

5 (c) The state hereby covenants with the holders from time to  
6 time of any designated bonds that it will not alter, amend, or restrict  
7 the provisions of subdivision (c) of Section 16773 of the  
8 Government Code, or Sections 9400, 9400.1, 9400.4, and 42205  
9 of the Vehicle Code, which provide directly or indirectly for the  
10 transfer of weight fees to the Transportation Debt Service Fund  
11 or the Transportation Bond Direct Payment Account, or  
12 subdivisions (a) and (b) of this section, or reduce the rate of  
13 imposition of vehicle weight fees under Sections 9400 and 9400.1  
14 of the Vehicle Code as they existed on the date of the first issuance  
15 of any designated bonds, if that alteration, amendment, restriction,  
16 or reduction would result in projected weight fees for the next  
17 fiscal year determined by the Director of Finance being less than  
18 two times the maximum annual debt service with respect to all  
19 outstanding designated bonds, as such calculation is determined  
20 pursuant to the resolution, indenture, or other documents governing  
21 the designated bonds. The state may include this covenant in the  
22 resolution, indenture, or other documents governing the designated  
23 bonds.

24 (d) Once the required monthly deposit, including makeup of  
25 any shortfalls from any prior month, has been made pursuant to  
26 subdivision (b), from moneys transferred to the fund pursuant to  
27 paragraph (2) or (3) of subdivision (c) of Section 9400.4 of the  
28 Vehicle Code, or pursuant to Section 16965.1 or 63048.67, the  
29 Controller shall transfer as an expenditure reduction to the General  
30 Fund any amount necessary to offset the cost of current year debt  
31 service payments made from the General Fund with respect to any  
32 bonds issued pursuant to Proposition 192 (1996) and three-quarters  
33 of the amount of current year debt service payments made from  
34 the General Fund with respect to any nondesignated bonds, as  
35 defined in subdivision (c) of Section 16773, issued pursuant to  
36 Proposition 1B (2006). In the alternative, these funds may also be  
37 used to redeem or retire the applicable bonds, pursuant to Section  
38 16774, maturing in a subsequent fiscal year as directed by the  
39 Director of Finance.

(e) Once the required monthly deposit, including makeup of any shortfalls from any prior month, has been made pursuant to subdivision (b), from moneys transferred to the fund pursuant to paragraph (2) or (3) of subdivision (c) of Section 9400.4 of the Vehicle Code, or pursuant to Section 16965.1 or 63048.67, the Controller shall transfer as an expenditure reduction to the General Fund any amount necessary to offset the eligible cost of current year debt service payments made from the General Fund with respect to any bonds issued pursuant to Proposition 108 (1990) and Proposition 1A (2008), and one-quarter of the amount of current year debt service payments made from the General Fund with respect to any nondesignated bonds, as defined in subdivision (c) of Section 16773, issued pursuant to Proposition 1B (2006). The Department of Finance shall notify the Controller by July 30 of every year of the percentage of debt service that is expected to be paid in that fiscal year with respect to bond-funded projects that qualify as eligible guideway projects consistent with the requirements applicable to the expenditure of revenues under Article XIX of the California Constitution, and the Controller shall make payments only for those eligible projects. In the alternative, these funds may also be used to redeem or retire the applicable bonds, pursuant to Section 16774, maturing in a subsequent fiscal year as directed by the Director of Finance.

(f) On or before the second business day following the date on which transfers are made to the Transportation Debt Service Fund, and after the required monthly deposits for that month, including makeup of any shortfalls from any prior month, have been made to the Transportation Bond Direct Payment Account, the Controller shall transfer the funds designated for reimbursement of bond debt service with respect to nondesignated bonds, as defined in subdivision (c) of Section 16773, and other bonds identified in subdivisions (d) and (e) in that month from the fund to the General Fund pursuant to this section.

SEC. 11. Section 39719 of the Health and Safety Code is amended to read:

39719. (a) The Legislature shall appropriate the annual proceeds of the fund for the purpose of reducing greenhouse gas emissions in this state in accordance with the requirements of Section 39712.



(b) To carry out a portion of the requirements of subdivision (a), annual proceeds are continuously appropriated for the following:

(1) Beginning in the 2016–17 fiscal year, and notwithstanding Section 13340 of the Government Code, 50 percent of annual proceeds are continuously appropriated, without regard to fiscal years, for transit, affordable housing, and sustainable communities programs as following:

(A) Twenty percent of the annual proceeds of the fund is hereby continuously appropriated to the Transportation Agency for the Transit and Intercity Rail Capital Program created by Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code.

(B) Ten percent of the annual proceeds of the fund is hereby continuously appropriated to the Low Carbon Transit Operations Program created by Part 3 (commencing with Section 75230) of Division 44 of the Public Resources Code. Moneys shall be allocated by the Controller, according to requirements of the program, and pursuant to the distribution formula in subdivision (b) or (c) of Section 99312 of, and Sections 99313 and 99314 of, the Public Utilities Code.

(C) Twenty percent of the annual proceeds of the fund is hereby continuously appropriated to the Strategic Growth Council for the Affordable Housing and Sustainable Communities Program created by Part 1 (commencing with Section 75200) of Division 44 of the Public Resources Code. Of the amount appropriated in this subparagraph, no less than 10 percent of the annual proceeds shall be expended for affordable housing, consistent with the provisions of that program.

(2) Beginning in the 2015–16 fiscal year, notwithstanding Section 13340 of the Government Code, 25 percent of the annual proceeds of the fund is hereby continuously appropriated to the High-Speed Rail Authority for the following components of the initial operating segment and Phase I Blended System as described in the 2012 business plan adopted pursuant to Section 185033 of the Public Utilities Code:

(A) Acquisition and construction costs of the project.

(B) Environmental review and design costs of the project.

(C) Other capital costs of the project.

1 (D) Repayment of any loans made to the authority to fund the  
2 project.

3 (c) In determining the amount of annual proceeds of the fund  
4 for purposes of the calculation in subdivision (b), the funds subject  
5 to Section 39719.1 shall not be included.

6 SEC. 12. Section 21080.37 of the Public Resources Code is  
7 amended to read:

8 21080.37. (a) This division does not apply to a project or an  
9 activity to repair, maintain, or make minor alterations to an existing  
10 roadway if all of the following conditions are met:

11 (1) (A) The project does not cross a waterway.

12 (B) For purposes of this paragraph, “waterway” means a bay,  
13 estuary, lake, pond, river, slough, or a perennial, intermittent, or  
14 ephemeral stream, lake, or estuarine-marine shoreline.

15 (2) The project involves negligible or no expansion of an  
16 existing use beyond that existing at the time of the lead agency’s  
17 determination.

18 (3) (A) The site of the project does not contain wetlands or  
19 riparian areas and does not have significant value as a wildlife  
20 habitat, and the project does not harm any species protected by the  
21 federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et  
22 seq.), the Native Plant Protection Act (Chapter 10 (commencing  
23 with Section 1900) of Division 2 of the Fish and Game Code), or  
24 the California Endangered Species Act (Chapter 1.5 (commencing  
25 with Section 2050) of Division 3 of the Fish and Game Code), and  
26 the project does not cause the destruction or removal of any species  
27 protected by a local ordinance.

28 (B) For the purposes of this paragraph:

29 (i) “Riparian areas” mean those areas transitional between  
30 terrestrial and aquatic ecosystems and that are distinguished by  
31 gradients in biophysical conditions, ecological processes, and biota.  
32 A riparian area is an area through which surface and subsurface  
33 hydrology connect waterbodies with their adjacent uplands. A  
34 riparian area includes those portions of terrestrial ecosystems that  
35 significantly influence exchanges of energy and matter with aquatic  
36 ecosystems. A riparian area is adjacent to perennial, intermittent,  
37 and ephemeral streams, lakes, and estuarine-marine shorelines.

38 (ii) “Significant value as a wildlife habitat” includes wildlife  
39 habitat of national, statewide, regional, or local importance; habitat  
40 for species protected by the federal Endangered Species Act of

1 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered  
2 Species Act (Chapter 1.5 (commencing with Section 2050) of  
3 Division 3 of the Fish and Game Code), or the Native Plant  
4 Protection Act (Chapter 10 (commencing with Section 1900) of  
5 Division 2 of the Fish and Game Code); habitat identified as  
6 candidate, fully protected, sensitive, or species of special status  
7 by local, state, or federal agencies; or habitat essential to the  
8 movement of resident or migratory wildlife.

9 (iii) “Wetlands” has the same meaning as in the United States  
10 Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

11 (iv) “Wildlife habitat” means the ecological communities upon  
12 which wild animals, birds, plants, fish, amphibians, and  
13 invertebrates depend for their conservation and protection.

14 (4) The project does not impact cultural resources.

15 (5) The roadway does not affect scenic resources, as provided  
16 pursuant to subdivision (c) of Section 21084.

17 (b) Prior to determining that a project is exempt pursuant to this  
18 section, the lead agency shall do both of the following:

19 (1) Include measures in the project to mitigate potential  
20 vehicular traffic and safety impacts and bicycle and pedestrian  
21 safety impacts.

22 (2) Hold a noticed public hearing on the project to hear and  
23 respond to public comments. The hearing on the project may be  
24 conducted with another noticed lead agency public hearing.  
25 Publication of the notice shall be no fewer times than required by  
26 Section 6061 of the Government Code, by the public agency in a  
27 newspaper of general circulation in the area.

28 (c) For purposes of this section, “roadway” means a roadway  
29 as defined pursuant to Section 530 of the Vehicle Code and the  
30 previously graded and maintained shoulder that is within a roadway  
31 right-of-way of no more than five feet from the edge of the  
32 roadway.

33 (d) (1) If a state agency determines that a project is not subject  
34 to this division pursuant to this section and it approves or  
35 determines to carry out that project, it shall file a notice with the  
36 Office of Planning and Research in the manner specified in  
37 subdivisions (b) and (c) of Section 21108.

38 (2) If a local agency determines that a project is not subject to  
39 this division pursuant to this section and it approves or determines  
40 to carry out that project, it shall file a notice with the Office of

1 Planning and Research, and with the county clerk in the county in  
2 which the project will be located in the manner specified in  
3 subdivisions (b) and (c) of Section 21152.

4 SEC. 13. Division 13.6 (commencing with Section 21200) is  
5 added to the Public Resources Code, to read:

6  
7 DIVISION 13.6. ADVANCE MITIGATION PROGRAM ACT

8  
9 CHAPTER 1. GENERAL

10  
11 21200. This division shall be known, and may be cited, as the  
12 Advance Mitigation Program Act.

13 21201. (a) The purpose of this division is to improve the  
14 success and effectiveness of actions implemented to mitigate the  
15 natural resource impacts of future transportation projects by  
16 establishing the means to implement those actions well before the  
17 transportation projects are constructed. The advance identification  
18 and implementation of mitigation actions also will streamline the  
19 delivery of transportation projects by anticipating mitigation  
20 requirements for planned transportation projects and avoiding or  
21 reducing delays associated with environmental permitting. By  
22 identifying regional or statewide conservation priorities and by  
23 anticipating the impacts of planned transportation projects on a  
24 regional or statewide basis, mitigation actions can be designed to  
25 protect and restore California's most valuable natural resources  
26 and also facilitate environmental compliance for planned  
27 transportation projects on a regional scale.

28 (b) This division is not intended to create a new environmental  
29 permitting or regulatory program or to modify existing  
30 environmental laws or regulations, nor is it expected that all  
31 mitigation requirements will be addressed for planned  
32 transportation projects. Instead, it is intended to provide a  
33 methodology with which to anticipate and fulfill the requirements  
34 of existing state and federal environmental laws that protect fish,  
35 wildlife, plant species, and other natural resources more efficiently  
36 and effectively.

37 21202. The Legislature finds and declares all of the following:

38 (a) The minimization and mitigation of environmental impacts  
39 is ordinarily handled on a project-by-project basis, usually near

1 the end of a project's timeline and often without guidance regarding  
2 regional or statewide conservation priorities.

3 (b) The cost of critical transportation projects often escalates  
4 because of permitting delays that occur when appropriate  
5 conservation and mitigation measures cannot easily be identified  
6 and because the cost of these measures often increases between  
7 the time a project is planned and funded and the time mitigation  
8 is implemented.

9 (c) Addressing conservation and mitigation needs early in a  
10 project's timeline, during the project design and development  
11 phase, can reduce costs, allow natural resources conservation to  
12 be integrated with project siting and design, and result in the  
13 establishment of more valuable and productive habitat mitigation.

14 (d) When the Department of Transportation is able to anticipate  
15 the mitigation needs for planned transportation projects, it can  
16 meet those needs in a more timely and cost-effective way by using  
17 advance mitigation planning.

18 (e) Working with state and federal resource protection agencies,  
19 the department can identify, conserve, and, where appropriate,  
20 restore lands for mitigation of numerous projects early in the  
21 projects' timelines, thereby allowing public funds to stretch further  
22 by acquiring habitat at a lower cost and avoiding environmental  
23 permitting delays.

24 (f) Advance mitigation can provide an effective means of  
25 facilitating delivery of transportation projects while ensuring more  
26 effective natural resource conservation.

27 (g) Advance mitigation is needed to direct mitigation funding  
28 for transportation projects to agreed-upon conservation priorities  
29 and to the creation of habitat reserves and recreation areas that  
30 enhance the sustainability of human and natural systems by  
31 protecting or restoring connectivity of natural communities and  
32 the delivery of ecosystem services.

33 (h) Advance mitigation can facilitate the implementation of  
34 climate change adaptation strategies both for ecosystems and  
35 California's economy.

36 (i) Advance mitigation can enable the state to protect, restore,  
37 and recover its natural resources as it strengthens and improves  
38 its transportation systems.

39 21203. The Legislature intends to do all of the following by  
40 enacting this division:

1 (a) Facilitate delivery of transportation projects while ensuring  
2 more effective natural resource conservation.

3 (b) Develop effective strategies to improve the state’s ability to  
4 meet mounting demands for transportation improvements and to  
5 maximize conservation and other public benefits.

6 (c) Achieve conservation objectives of statewide and regional  
7 importance by coordinating local, state, and federally funded  
8 natural resource conservation efforts with mitigation actions  
9 required for impacts from transportation projects.

10 (d) Create administrative, governance, and financial incentives  
11 and mechanisms necessary to ensure that measures required to  
12 minimize or mitigate impacts from transportation projects will  
13 serve to achieve regional or statewide natural resource conservation  
14 objectives.

15  
16 CHAPTER 2. DEFINITIONS  
17

18 21204. For purposes of this division, the following terms have  
19 the following meanings:

20 (a) “Acquire” and “acquisition” mean, with respect to land or  
21 a waterway, acquisition of fee title or purchase of a conservation  
22 easement, that protects conservation and mitigation values on the  
23 land or waterway in perpetuity.

24 (b) “Advance mitigation” means mitigation implemented before,  
25 and in anticipation of, environmental effects of planned  
26 transportation projects.

27 (c) “Commission” means the California Transportation  
28 Commission.

29 (d) “Department” means the Department of Transportation.

30 (e) “Transportation agency” means the department, the  
31 High-Speed Rail Authority, a metropolitan planning organization,  
32 a regional transportation planning agency, or another public agency  
33 that implements transportation projects.

34 (f) “Transportation project” means a transportation capital  
35 improvement project.

36 (g) “Planned transportation project” means a transportation  
37 project that a transportation agency has concluded is reasonably  
38 likely to be constructed within 20 years and that has been identified  
39 to the agency for purposes of this division. A planned transportation

1 project may include, but is not limited to, a transportation project  
2 that has been proposed for approval or that has been approved.

3 (h) “Program” means the Advance Mitigation Program  
4 implemented pursuant to this division.

5 (i) “Regulatory agency” means a state or federal natural resource  
6 protection agency with regulatory authority over planned  
7 transportation projects. A regulatory agency includes, but is not  
8 limited to, the Natural Resources Agency, the Department of Fish  
9 and Wildlife, California regional water quality control boards, the  
10 United States Fish and Wildlife Service, the National Marine  
11 Fisheries Service, the United States Environmental Protection  
12 Agency, and the United States Army Corps of Engineers.

13  
14 CHAPTER 3. ADVANCE MITIGATION PROGRAM  
15

16 21205. (a) The Advance Mitigation Program is hereby created  
17 in the department to accelerate project delivery and improve  
18 environmental outcomes of environmental mitigation for planned  
19 transportation projects.

20 (b) The program may utilize mitigation instruments, including,  
21 but not limited to, mitigation banks, in lieu of fee programs, and  
22 conservation easements as defined in Section 815.1 of the Civil  
23 Code.

24 (c) The department shall track all implemented advance  
25 mitigation projects to use as credits for environmental mitigation  
26 for state-sponsored transportation projects.

27 (d) The department may use advance mitigation credits to fulfill  
28 mitigation requirements of any environmental law for a  
29 transportation project eligible for the State Transportation  
30 Improvement Program or the State Highway Operation and  
31 Protection Program.

32 21206. No later than February 1, 2017, the department shall  
33 establish an interagency transportation advance mitigation steering  
34 committee consisting of the department and appropriate state and  
35 federal regulatory agencies to support the program so that advance  
36 mitigation can be used as required mitigation for planned  
37 transportation projects and can provide improved environmental  
38 outcomes. The committee shall advise the department of  
39 opportunities to carry out advance mitigation projects, provide the  
40 best available science, and actively participate in mitigation

instrument reviews and approvals. The committee shall seek to develop streamlining opportunities, including those related to landscape scale mitigation planning and alignment of federal and state regulations and procedures related to mitigation requirements and implementation. The committee shall also provide input on crediting, using, and tracking of advance mitigation investments.

21207. The Advance Mitigation Fund is hereby created in the State Transportation Fund as a revolving fund. Notwithstanding Section 13340 of the Government Code, the fund shall be continuously appropriated without regard to fiscal years. The moneys in the fund shall be programmed by the commission for the planning and implementation of advance mitigation projects consistent with the purposes of this chapter. After the transfer of moneys to the fund for four fiscal years pursuant to subdivision (c) of Section 2032 of the Streets and Highways Code, commencing in the 2017–18 fiscal year, the program is intended to be self-sustaining. Advance expenditures from the fund shall later be reimbursed from project funding available at the time a planned transportation project is constructed. A maximum of 5 percent of available funds may be used for administrative purposes.

*21208. The program is intended to improve the efficiency and efficacy of mitigation only and is not intended to supplant the requirements of the California Environmental Quality Act (Division 13 (commencing with Section 21000) or any other environmental law. The identification of planned transportation projects and of mitigation projects or measures for planned transportation projects under this division does not imply or require approval of those projects for purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) or any other environmental law.*

SEC. 14. Section 99312.1 of the Public Utilities Code is amended to read:

99312.1. (a) Revenues transferred to the Public Transportation Account pursuant to Sections 6051.8 and 6201.8 of the Revenue and Taxation Code are hereby continuously appropriated to the Controller for allocation as follows:

(1) Fifty percent for allocation to transportation planning agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board pursuant to Section 99314.



(2) Fifty percent for allocation to transportation agencies, county transportation commissions, and the San Diego Metropolitan Transit Development Board for purposes of Section 99313.

(b) For purposes of this chapter, the revenues allocated pursuant to this section shall be subject to the same requirements as revenues allocated pursuant to subdivisions (b) and (c), as applicable, of Section 99312.

(c) The revenues transferred to the Public Transportation Account that are attributable to the increase in the sales and use tax on diesel fuel pursuant to subdivision (b) of Section 6051.8 of the Revenue and Taxation Code, as adjusted pursuant to subdivision (c) of that section, and subdivision (b) of Section 6201.8 of the Revenue and Taxation Code, as adjusted pursuant to subdivision (c) of that section, upon allocation pursuant to Sections 99313 and 99314, shall only be expended on the following:

(1) Transit capital projects or services to maintain or repair a transit operator's existing transit vehicle fleet or existing transit facilities, including rehabilitation or modernization of existing vehicles or facilities.

(2) The design, acquisition, and construction of new vehicles or facilities that improve existing transit services.

(3) Transit services that complement local efforts for repair and improvement of local transportation infrastructure.

(d) (1) Prior to receiving an apportionment of funds pursuant to subdivision (c) from the Controller in a fiscal year, a recipient transit agency shall submit to the Department of Transportation a list of projects proposed to be funded with these funds. The list of projects proposed to be funded with these funds shall include a description and location of each proposed project, a proposed schedule for the project's completion, and the estimated useful life of the improvement. The project list shall not limit the flexibility of a recipient transit agency to fund projects in accordance with local needs and priorities so long as the projects are consistent with subdivision (c).

(2) The department shall report to the Controller the recipient transit agencies that have submitted a list of projects as described in this subdivision and that are therefore eligible to receive an apportionment of funds for the applicable fiscal year. The

1 Controller, upon receipt of the report, shall apportion funds  
2 pursuant to Sections 99313 and 99314.

3 (e) For each fiscal year, each recipient transit agency receiving  
4 an apportionment of funds pursuant to subdivision (c) shall, upon  
5 expending those funds, submit documentation to the department  
6 that includes a description and location of each completed project,  
7 the amount of funds expended on the project, the completion date,  
8 and the estimated useful life of the improvement.

9 (f) The audit of transit operator finances required pursuant to  
10 Section 99245 shall verify that the revenues identified in  
11 subdivision (c) have been expended in conformance with these  
12 specific requirements and all other generally applicable  
13 requirements.

14 SEC. 15. Section 6051.8 of the Revenue and Taxation Code  
15 is amended to read:

16 6051.8. (a) Except as provided by Section 6357.3, in addition  
17 to the taxes imposed by this part, for the privilege of selling  
18 tangible personal property at retail a tax is hereby imposed upon  
19 all retailers at the rate of 1.75 percent of the gross receipts of any  
20 retailer from the sale of all diesel fuel.

21 (b) Except as provided by Section 6357.3, in addition to the  
22 taxes imposed by this part and by subdivision (a), for the privilege  
23 of selling tangible personal property at retail a tax is hereby  
24 imposed upon all retailers at the rate of 3.5 percent of the gross  
25 receipts of any retailer from the sale of all diesel fuel, as defined  
26 in Section 60022, sold at retail in this state. The tax imposed under  
27 this subdivision shall be imposed on and after the first day of the  
28 first calendar quarter that occurs 90 days after the effective date  
29 of the act adding this subdivision.

30 (c) Beginning July 1, 2019, and every third year thereafter, the  
31 State Board of Equalization shall recompute the rates of the taxes  
32 imposed by this section. That computation shall be made as  
33 follows:

34 (1) The Department of Finance shall transmit to the State Board  
35 of Equalization the percentage change in the California Consumer  
36 Price Index for all items from November of three calendar years  
37 prior to November of the prior calendar year, no later than January  
38 31, 2019, and January 31 of every third year thereafter.

39 (2) The State Board of Equalization shall do all of the following:

1 (A) Compute an inflation adjustment factor by adding 100  
2 percent to the percentage change figure that is furnished pursuant  
3 to paragraph (1) and dividing the result by 100.

4 (B) Multiply the preceding tax rate per gallon by the inflation  
5 adjustment factor determined in subparagraph (A) and round off  
6 the resulting product to the nearest tenth of a cent.

7 (C) Make its determination of the new rate no later than March  
8 1 of the same year as the effective date of the new rate.

9 (d) Notwithstanding subdivision (b) of Section 7102, all of the  
10 revenues, less refunds, collected pursuant to this section shall be  
11 estimated by the State Board of Equalization, with the concurrence  
12 of the Department of Finance, and transferred quarterly to the  
13 Public Transportation Account in the State Transportation Fund  
14 for allocation pursuant to Section 99312.1 of the Public Utilities  
15 Code.

16 SEC. 16. Section 6201.8 of the Revenue and Taxation Code  
17 is amended to read:

18 6201.8. (a) Except as provided by Section 6357.3, in addition  
19 to the taxes imposed by this part, an excise tax is hereby imposed  
20 on the storage, use, or other consumption in this state of diesel  
21 fuel, as defined in Section 60022, at the rate of 1.75 percent of the  
22 sales price of the diesel fuel.

23 (b) Except as provided by Section 6357.3, in addition to the  
24 taxes imposed by this part and by subdivision (a), an excise tax is  
25 hereby imposed on the storage, use, or other consumption in this  
26 state of diesel fuel, as defined in Section 60022, at the rate of 3.5  
27 percent of the sales price of the diesel fuel. The tax imposed under  
28 this subdivision shall be imposed on and after the first day of the  
29 first calendar quarter that occurs 90 days after the effective date  
30 of the act adding this subdivision.

31 (c) Beginning July 1, 2019, and every third year thereafter, the  
32 State Board of Equalization shall recompute the rates of the taxes  
33 imposed by this section. That computation shall be made as  
34 follows:

35 (1) The Department of Finance shall transmit to the State Board  
36 of Equalization the percentage change in the California Consumer  
37 Price Index for all items from November of three calendar years  
38 prior to November of the prior calendar year, no later than January  
39 31, 2019, and January 31 of every third year thereafter.

40 (2) The State Board of Equalization shall do all of the following:

1 (A) Compute an inflation adjustment factor by adding 100  
2 percent to the percentage change figure that is furnished pursuant  
3 to paragraph (1) and dividing the result by 100.

4 (B) Multiply the preceding tax rate per gallon by the inflation  
5 adjustment factor determined in subparagraph (A) and round off  
6 the resulting product to the nearest tenth of a cent.

7 (C) Make its determination of the new rate no later than March  
8 1 of the same year as the effective date of the new rate.

9 (d) Notwithstanding subdivision (b) of Section 7102, all of the  
10 revenues, less refunds, collected pursuant to this section shall be  
11 estimated by the State Board of Equalization, with the concurrence  
12 of the Department of Finance, and transferred quarterly to the  
13 Public Transportation Account in the State Transportation Fund  
14 for allocation pursuant to Section 99312.1 of the Public Utilities  
15 Code.

16 SEC. 17. Section 7360 of the Revenue and Taxation Code is  
17 amended to read:

18 7360. (a) (1) (A) A tax of eighteen cents (\$0.18) is hereby  
19 imposed upon each gallon of fuel subject to the tax in Sections  
20 7362, 7363, and 7364.

21 (B) In addition to the tax imposed pursuant to subparagraph  
22 (A), on and after the first day of the first calendar quarter that  
23 occurs 90 days after the effective date of the act adding this  
24 subparagraph, a tax of seventeen cents (\$0.17) is hereby imposed  
25 upon each gallon of fuel, other than aviation gasoline, subject to  
26 the tax in Sections 7362, 7363, and 7364.

27 (2) If the federal fuel tax is reduced below the rate of nine cents  
28 (\$0.09) per gallon and federal financial allocations to this state for  
29 highway and exclusive public mass transit guideway purposes are  
30 reduced or eliminated correspondingly, the tax rate imposed by  
31 subparagraph (A) of paragraph (1), on and after the date of the  
32 reduction, shall be recalculated by an amount so that the combined  
33 state rate under subparagraph (A) of paragraph (1) and the federal  
34 tax rate per gallon equal twenty-seven cents (\$0.27).

35 (3) If any person or entity is exempt or partially exempt from  
36 the federal fuel tax at the time of a reduction, the person or entity  
37 shall continue to be so exempt under this section.

38 (b) On and after July 1, 2010, in addition to the tax imposed by  
39 subdivision (a), a tax is hereby imposed upon each gallon of motor  
40 vehicle fuel, other than aviation gasoline, subject to the tax in

1 Sections 7362, 7363, and 7364 in an amount equal to seventeen  
2 and three-tenths cents (\$0.173) per gallon.

3 (c) Beginning July 1, 2019, and every third year thereafter, the  
4 State Board of Equalization shall recompute the rates of the taxes  
5 imposed by this section. That computation shall be made as  
6 follows:

7 (1) The Department of Finance shall transmit to the State Board  
8 of Equalization the percentage change in the California Consumer  
9 Price Index for all items from November of three calendar years  
10 prior to November of the prior calendar year, no later than January  
11 31, 2019, and January 31 of every third year thereafter.

12 (2) The State Board of Equalization shall do all of the following:

13 (A) Compute an inflation adjustment factor by adding 100  
14 percent to the percentage change figure that is furnished pursuant  
15 to paragraph (1) and dividing the result by 100.

16 (B) Multiply the preceding tax rate per gallon by the inflation  
17 adjustment factor determined in subparagraph (A) and round off  
18 the resulting product to the nearest tenth of a cent.

19 (C) Make its determination of the new rate no later than March  
20 1 of the same year as the effective date of the new rate.

21 SEC. 18. Section 8352.4 of the Revenue and Taxation Code  
22 is amended to read:

23 8352.4. (a) Subject to Sections 8352 and 8352.1, and except  
24 as otherwise provided in subdivision (b), there shall be transferred  
25 from the money deposited to the credit of the Motor Vehicle Fuel  
26 Account to the Harbors and Watercraft Revolving Fund, for  
27 expenditure in accordance with Division 1 (commencing with  
28 Section 30) of the Harbors and Navigation Code, the sum of six  
29 million six hundred thousand dollars (\$6,600,000) per annum,  
30 representing the amount of money in the Motor Vehicle Fuel  
31 Account attributable to taxes imposed on distributions of motor  
32 vehicle fuel used or usable in propelling vessels. The actual amount  
33 shall be calculated using the annual reports of registered boats  
34 prepared by the Department of Motor Vehicles for the United  
35 States Coast Guard and the formula and method of the December  
36 1972 report prepared for this purpose and submitted to the  
37 Legislature on December 26, 1972, by the Director of  
38 Transportation. If the amount transferred during each fiscal year  
39 is in excess of the calculated amount, the excess shall be  
40 retransferred from the Harbors and Watercraft Revolving Fund to

1 the Motor Vehicle Fuel Account. If the amount transferred is less  
2 than the amount calculated, the difference shall be transferred from  
3 the Motor Vehicle Fuel Account to the Harbors and Watercraft  
4 Revolving Fund. No adjustment shall be made if the computed  
5 difference is less than fifty thousand dollars (\$50,000), and the  
6 amount shall be adjusted to reflect any temporary or permanent  
7 increase or decrease that may be made in the rate under the Motor  
8 Vehicle Fuel Tax Law. Payments pursuant to this section shall be  
9 made prior to payments pursuant to Section 8352.2.

10 (b) Commencing July 1, 2016, the revenues attributable to the  
11 taxes imposed pursuant to subdivision (b) of Section 7360 and  
12 Section 7361.1 and otherwise to be deposited in the Harbors and  
13 Watercraft Revolving Fund pursuant to subdivision (a) shall instead  
14 be transferred to the Highway Users Tax Account for distribution  
15 pursuant to Section 2103.1 of the Streets and Highways Code.

16 SEC. 19. Section 8352.5 of the Revenue and Taxation Code  
17 is amended to read:

18 8352.5. (a) (1) Subject to Sections 8352 and 8352.1, and  
19 except as otherwise provided in subdivision (b), there shall be  
20 transferred from the money deposited to the credit of the Motor  
21 Vehicle Fuel Account to the Department of Food and Agriculture  
22 Fund, during the second quarter of each fiscal year, an amount  
23 equal to the estimate contained in the most recent report prepared  
24 pursuant to this section.

25 (2) The amounts are not subject to Section 6357 with respect  
26 to the collection of sales and use taxes thereon, and represent the  
27 portion of receipts in the Motor Vehicle Fuel Account during a  
28 calendar year that were attributable to agricultural off-highway  
29 use of motor vehicle fuel which is subject to refund pursuant to  
30 Section 8101, less gross refunds allowed by the Controller during  
31 the fiscal year ending June 30 following the calendar year to  
32 persons entitled to refunds for agricultural off-highway use  
33 pursuant to Section 8101. Payments pursuant to this section shall  
34 be made prior to payments pursuant to Section 8352.2.

35 (b) Commencing July 1, 2016, the revenues attributable to the  
36 taxes imposed pursuant to subdivision (b) of Section 7360 and  
37 Section 7361.1 and otherwise to be deposited in the Department  
38 of Food and Agriculture Fund pursuant to subdivision (a) shall  
39 instead be transferred to the Highway Users Tax Account for

1 distribution pursuant to Section 2103.1 of the Streets and Highways  
2 Code.

3 (c) On or before September 30, 2012, and on or before  
4 September 30 of each even-numbered year thereafter, the Director  
5 of Transportation and the Director of Food and Agriculture shall  
6 jointly prepare, or cause to be prepared, a report setting forth the  
7 current estimate of the amount of money in the Motor Vehicle  
8 Fuel Account attributable to agricultural off-highway use of motor  
9 vehicle fuel, which is subject to refund pursuant to Section 8101  
10 less gross refunds allowed by the Controller to persons entitled to  
11 refunds for agricultural off-highway use pursuant to Section 8101;  
12 and they shall submit a copy of the report to the Legislature.

13 SEC. 20. Section 8352.6 of the Revenue and Taxation Code  
14 is amended to read:

15 8352.6. (a) (1) Subject to Section 8352.1, and except as  
16 otherwise provided in paragraphs (2) and (3), on the first day of  
17 every month, there shall be transferred from moneys deposited to  
18 the credit of the Motor Vehicle Fuel Account to the Off-Highway  
19 Vehicle Trust Fund created by Section 38225 of the Vehicle Code  
20 an amount attributable to taxes imposed upon distributions of motor  
21 vehicle fuel used in the operation of motor vehicles off highway  
22 and for which a refund has not been claimed. Transfers made  
23 pursuant to this section shall be made prior to transfers pursuant  
24 to Section 8352.2.

25 (2) Commencing July 1, 2016, the revenues attributable to the  
26 taxes imposed pursuant to subdivision (b) of Section 7360 and  
27 Section 7361.1 and otherwise to be deposited in the Off-Highway  
28 Vehicle Trust Fund pursuant to paragraph (1) shall instead be  
29 transferred to the Highway Users Tax Account for distribution  
30 pursuant to Section 2103.1 of the Streets and Highways Code.

31 (3) The Controller shall withhold eight hundred thirty-three  
32 thousand dollars (\$833,000) from the monthly transfer to the  
33 Off-Highway Vehicle Trust Fund pursuant to paragraph (1), and  
34 transfer that amount to the General Fund.

35 (b) The amount transferred to the Off-Highway Vehicle Trust  
36 Fund pursuant to paragraph (1) of subdivision (a), as a percentage  
37 of the Motor Vehicle Fuel Account, shall be equal to the percentage  
38 transferred in the 2006–07 fiscal year. Every five years, starting  
39 in the 2013–14 fiscal year, the percentage transferred may be  
40 adjusted by the Department of Transportation in cooperation with

the Department of Parks and Recreation and the Department of Motor Vehicles. Adjustments shall be based on, but not limited to, the changes in the following factors since the 2006–07 fiscal year or the last adjustment, whichever is more recent:

(1) The number of vehicles registered as off-highway motor vehicles as required by Division 16.5 (commencing with Section 38000) of the Vehicle Code.

(2) The number of registered street-legal vehicles that are anticipated to be used off highway, including four-wheel drive vehicles, all-wheel drive vehicles, and dual-sport motorcycles.

(3) Attendance at the state vehicular recreation areas.

(4) Off-highway recreation use on federal lands as indicated by the United States Forest Service’s National Visitor Use Monitoring and the United States Bureau of Land Management’s Recreation Management Information System.

(c) It is the intent of the Legislature that transfers from the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund should reflect the full range of motorized vehicle use off highway for both motorized recreation and motorized off-road access to other recreation opportunities. Therefore, the Legislature finds that the fuel tax baseline established in subdivision (b), attributable to off-highway estimates of use as of the 2006–07 fiscal year, accounts for the three categories of vehicles that have been found over the years to be users of fuel for off-highway motorized recreation or motorized access to nonmotorized recreational pursuits. These three categories are registered off-highway motorized vehicles, registered street-legal motorized vehicles used off highway, and unregistered off-highway motorized vehicles.

(d) It is the intent of the Legislature that the off-highway motor vehicle recreational use to be determined by the Department of Transportation pursuant to paragraph (2) of subdivision (b) be that usage by vehicles subject to registration under Division 3 (commencing with Section 4000) of the Vehicle Code, for recreation or the pursuit of recreation on surfaces where the use of vehicles registered under Division 16.5 (commencing with Section 38000) of the Vehicle Code may occur.

(e) In the 2014–15 fiscal year, the Department of Transportation, in consultation with the Department of Parks and Recreation and the Department of Motor Vehicles, shall undertake a study to determine the appropriate adjustment to the amount transferred



1 pursuant to subdivision (b) and to update the estimate of the amount  
2 attributable to taxes imposed upon distributions of motor vehicle  
3 fuel used in the operation of motor vehicles off highway and for  
4 which a refund has not been claimed. The department shall provide  
5 a copy of this study to the Legislature no later than January 1,  
6 2016.

7 SEC. 21. Section 60050 of the Revenue and Taxation Code is  
8 amended to read:

9 60050. (a) (1) A tax of thirteen cents (\$0.13) is hereby  
10 imposed upon each gallon of diesel fuel subject to the tax in  
11 Sections 60051, 60052, and 60058.

12 (2) If the federal fuel tax is reduced below the rate of fifteen  
13 cents (\$0.15) per gallon and federal financial allocations to this  
14 state for highway and exclusive public mass transit guideway  
15 purposes are reduced or eliminated correspondingly, the tax rate  
16 imposed by paragraph (1) shall be increased by an amount so that  
17 the combined state rate under paragraph (1) and the federal tax  
18 rate per gallon equal what it would have been in the absence of  
19 the federal reduction.

20 (3) If any person or entity is exempt or partially exempt from  
21 the federal fuel tax at the time of a reduction, the person or entity  
22 shall continue to be exempt under this section.

23 (b) In addition to the tax imposed pursuant to subdivision (a),  
24 on and after the first day of the first calendar quarter that occurs  
25 90 days after the effective date of the act amending this subdivision  
26 in the 2015 First Extraordinary Session, an additional tax of thirty  
27 cents (\$0.30) is hereby imposed upon each gallon of diesel fuel  
28 subject to the tax in Sections 60051, 60052, and 60058.

29 (c) Beginning July 1, 2019, and every third year thereafter, the  
30 State Board of Equalization shall recompute the rates of the taxes  
31 imposed by this section. That computation shall be made as  
32 follows:

33 (1) The Department of Finance shall transmit to the State Board  
34 of Equalization the percentage change in the California Consumer  
35 Price Index for all items from November of three calendar years  
36 prior to November of the prior calendar year, no later than January  
37 31, 2019, and January 31 of every third year thereafter.

38 (2) The State Board of Equalization shall do all of the following:

1 (A) Compute an inflation adjustment factor by adding 100  
2 percent to the percentage change figure that is furnished pursuant  
3 to paragraph (1) and dividing the result by 100.

4 (B) Multiply the preceding tax rate per gallon by the inflation  
5 adjustment factor determined in subparagraph (A) and round off  
6 the resulting product to the nearest tenth of a cent.

7 (C) Make its determination of the new rate no later than March  
8 1 of the same year as the effective date of the new rate.

9 SEC. 22. Section 183.1 of the Streets and Highways Code is  
10 amended to read:

11 183.1. Except as otherwise provided in Section 54237.7 of the  
12 Government Code, money deposited into the account that is not  
13 subject to Article XIX of the California Constitution, including,  
14 but not limited to, money that is derived from the sale of  
15 documents, charges for miscellaneous services to the public,  
16 condemnation deposits fund investments, rental of state property,  
17 or any other miscellaneous uses of property or money, shall be  
18 deposited in the Road Maintenance and Rehabilitation Account  
19 created pursuant to Section 2031.

20 SEC. 23. Section 820.1 of the Streets and Highways Code is  
21 amended to read:

22 820.1. (a) The State of California consents to the jurisdiction  
23 of the federal courts with regard to the compliance, discharge, or  
24 enforcement of the responsibilities assumed by the department  
25 pursuant to Section 326 of, and subsection (a) of Section 327 of,  
26 Title 23 of the United States Code.

27 (b) In any action brought pursuant to the federal laws described  
28 in subdivision (a), no immunity from suit may be asserted by the  
29 department pursuant to the Eleventh Amendment to the United  
30 States Constitution, and any immunity is hereby waived.

31 (c) The department shall not delegate any of its responsibilities  
32 assumed pursuant to the federal laws described in subdivision (a)  
33 to any political subdivision of the state or its instrumentalities.

34 (d) Nothing in this section affects the obligation of the  
35 department to comply with state and federal law.

36 SEC. 24. Chapter 2 (commencing with Section 2030) is added  
37 to Division 3 of the Streets and Highways Code, to read:

## 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. For funds appropriated pursuant to paragraph (1) of subdivision (d) of Section 2032, the California Transportation Commission shall adopt performance criteria, consistent with the asset management plan required pursuant to 14526.4 of the Government Code, to ensure efficient use of the funds available for these purposes in the program.

(b) (1) 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.
- (E) Traffic control devices.

(2) Funds made available by the program may also be used to satisfy a match requirement in order to obtain state or federal funds for projects authorized by this subdivision.

2031. The following revenues shall be deposited in the Road Maintenance and Rehabilitation Account, which is hereby created in the State Transportation Fund:

(a) Notwithstanding subdivision (b) of Section 2103, the portion of the revenues in the Highway Users Tax Account attributable to the increase in the motor vehicle fuel excise tax by seventeen cents (\$0.17) per gallon pursuant to subdivision (a) of Section 7360 of the Revenue and Taxation Code, as adjusted pursuant to subdivision (c) of that section.

(b) The revenues from the increase in the vehicle registration fee pursuant to Section 9250.3 of the Vehicle Code.

(c) The revenues from the increase in the vehicle registration fee pursuant to Section 9250.6 of the Vehicle Code.

1 (d) The revenues deposited in the account pursuant to Section  
2 183.1 of the Streets and Highways Code.

3 (e) Any other revenues designated for the program.

4 2031.5. Each fiscal year the annual Budget Act shall contain  
5 an appropriation from the Road Maintenance and Rehabilitation  
6 Account to the Controller for the costs of carrying out his or her  
7 duties pursuant to this chapter and to the California Transportation  
8 Commission for the costs of carrying out its duties pursuant to this  
9 chapter and Section 14526.7 of the Government Code.

10 2032. (a) (1) After deducting the amounts appropriated in the  
11 annual Budget Act, as provided in Section 2031.5, two hundred  
12 million dollars (\$200,000,000) of the remaining revenues deposited  
13 in the Road Maintenance and Rehabilitation Account shall be set  
14 aside annually for counties that have sought and received voter  
15 approval of taxes or that have imposed fees, including uniform  
16 developer fees as defined by subdivision (b) of Section 8879.67  
17 of the Government Code, which taxes or fees are dedicated solely  
18 to transportation improvements. The Controller shall each month  
19 set aside one-twelfth of this amount, to accumulate a total of two  
20 hundred million dollars (\$200,000,000) in each fiscal year.

21 (2) Notwithstanding Section 13340 of the Government Code,  
22 the funds available under this subdivision in each fiscal year are  
23 hereby continuously appropriated for allocation to each eligible  
24 county and each city in the county for road maintenance and  
25 rehabilitation purposes pursuant to Section 2033.

26 (b) (1) After deducting the amounts appropriated in the annual  
27 Budget Act pursuant to Section 2031.5 and the amount allocated  
28 in subdivision (a), beginning in the 2017–18 fiscal year, eighty  
29 million dollars (\$80,000,000) of the remaining revenues shall be  
30 transferred annually to the State Highway Account for expenditure,  
31 upon appropriation by the Legislature, on the Active Transportation  
32 Program created pursuant to Chapter 8 (commencing with Section  
33 2380) of Division 3 to be allocated by the California Transportation  
34 Commission pursuant to Section 2381.

35 (2) In addition to the funds transferred in paragraph (1), the  
36 department shall annually identify savings achieved through  
37 efficiencies implemented at the department. The department,  
38 through the annual budget process, shall propose, from the  
39 identified savings, an appropriation to be included in the annual  
40 Budget Act of up to seventy million dollars (\$70,000,000), but not

1 to exceed the total annual identified savings, from the State  
2 Highway Account for expenditure on the Active Transportation  
3 Program.

4 (c) After deducting the amounts appropriated in the annual  
5 Budget Act pursuant to Section 2031.5, the amount allocated in  
6 subdivision (a) and the amount transferred in paragraph (1) of  
7 subdivision (b), in the 2017–18, 2018–19, 2019–20, and 2020–21  
8 fiscal years, the sum of thirty million dollars (\$30,000,000) in each  
9 fiscal year from the remaining revenues shall be transferred to the  
10 Advance Mitigation Fund in the State Transportation Fund created  
11 pursuant to Section 21207 of the Public Resources Code.

12 (d) After deducting the amounts appropriated in the annual  
13 Budget Act pursuant to Section 2031.5, the amount allocated in  
14 subdivision (a), and the amounts transferred in paragraph (1) of  
15 subdivision (b) and in subdivision (c), beginning in the 2017–18  
16 fiscal year and each fiscal year thereafter, and notwithstanding  
17 Section 13340 of the Government Code, there is hereby  
18 continuously appropriated to the California State University the  
19 sum of two million dollars (\$2,000,000) from the remaining  
20 revenues for the purpose of conducting transportation research and  
21 transportation-related workforce education, training, and  
22 development. Prior to the start of each fiscal year, the chairs of the  
23 Assembly Committee on Transportation and the Senate Committee  
24 on Transportation and Housing shall confer and set out a  
25 recommended priority list of research components to be addressed  
26 in the upcoming fiscal year.

27 (e) Notwithstanding Section 13340 of the Government Code,  
28 the balance of the revenues deposited in the Road Maintenance  
29 and Rehabilitation Account are hereby continuously appropriated  
30 as follows:

31 (1) Fifty percent for allocation to the department for maintenance  
32 of the state highway system or for purposes of the state highway  
33 operation and protection program.

34 (2) Fifty percent for apportionment to cities and counties by the  
35 Controller pursuant to the formula in clauses (i) and (ii) of  
36 subparagraph (C) of paragraph (3) of subdivision (a) of Section  
37 2103 for the purposes authorized by this chapter.

38 2033. (a) On or before January 1, 2017, the commission, in  
39 cooperation with the department, transportation planning agencies,  
40 county transportation commissions, and other local agencies, shall

1 develop guidelines for the allocation of funds pursuant to  
2 subdivision (a) of Section 2032.

3 (b) The guidelines shall be the complete and full statement of  
4 the policy, standards, and criteria that the commission intends to  
5 use to determine how these funds will be allocated.

6 (c) The commission may amend the adopted guidelines after  
7 conducting at least one public hearing.

8 2034. (a) (1) Prior to receiving an apportionment of funds  
9 under the program pursuant to paragraph (2) of subdivision (d) of  
10 Section 2032 from the Controller in a fiscal year, an eligible city  
11 or county shall submit to the commission a list of projects proposed  
12 to be funded with these funds pursuant to an adopted city or county  
13 budget. All projects proposed to receive funding shall be included  
14 in a city or county budget that is adopted by the applicable city  
15 council or county board of supervisors at a regular public meeting.  
16 The list of projects proposed to be funded with these funds shall  
17 include a description and the location of each proposed project, a  
18 proposed schedule for the project's completion, and the estimated  
19 useful life of the improvement. The project list shall not limit the  
20 flexibility of an eligible city or county to fund projects in  
21 accordance with local needs and priorities so long as the projects  
22 are consistent with subdivision (b) of Section 2030.

23 (2) The commission shall report to the Controller the cities and  
24 counties that have submitted a list of projects as described in this  
25 subdivision and that are therefore eligible to receive an  
26 apportionment of funds under the program for the applicable fiscal  
27 year. The Controller, upon receipt of the report, shall apportion  
28 funds to eligible cities and counties.

29 (b) For each fiscal year, each city or county receiving an  
30 apportionment of funds shall, upon expending program funds,  
31 submit documentation to the commission that includes a description  
32 and location of each completed project, the amount of funds  
33 expended on the project, the completion date, and the estimated  
34 useful life of the improvement.

35 2036. (a) Cities and counties shall maintain their existing  
36 commitment of local funds for street, road, and highway purposes  
37 in order to remain eligible for an allocation or apportionment of  
38 funds pursuant to Section 2032.

39 (b) In order to receive an allocation or apportionment pursuant  
40 to Section 2032, the city or county shall annually expend from its

1 general fund for street, road, and highway purposes an amount not  
2 less than the annual average of its expenditures from its general  
3 fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as  
4 reported to the Controller pursuant to Section 2151. For purposes  
5 of this subdivision, in calculating a city’s or county’s annual  
6 general fund expenditures and its average general fund expenditures  
7 for the 2009–10, 2010–11, and 2011–12 fiscal years, any  
8 unrestricted funds that the city or county may expend at its  
9 discretion, including vehicle in-lieu tax revenues and revenues  
10 from fines and forfeitures, expended for street, road, and highway  
11 purposes shall be considered expenditures from the general fund.  
12 One-time allocations that have been expended for street and  
13 highway purposes, but which may not be available on an ongoing  
14 basis, including revenue provided under the Teeter Plan Bond Law  
15 of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1  
16 of Division 2 of Title 5 of the Government Code), may not be  
17 considered when calculating a city’s or county’s annual general  
18 fund expenditures.

19 (c) For any city incorporated after July 1, 2009, the Controller  
20 shall calculate an annual average expenditure for the period  
21 between July 1, 2009, and December 31, 2015, inclusive, that the  
22 city was incorporated.

23 (d) For purposes of subdivision (b), the Controller may request  
24 fiscal data from cities and counties in addition to data provided  
25 pursuant to Section 2151, for the 2009–10, 2010–11, and 2011–12  
26 fiscal years. Each city and county shall furnish the data to the  
27 Controller not later than 120 days after receiving the request. The  
28 Controller may withhold payment to cities and counties that do  
29 not comply with the request for information or that provide  
30 incomplete data.

31 (e) The Controller may perform audits to ensure compliance  
32 with subdivision (b) when deemed necessary. Any city or county  
33 that has not complied with subdivision (b) shall reimburse the state  
34 for the funds it received during that fiscal year. Any funds withheld  
35 or returned as a result of a failure to comply with subdivision (b)  
36 shall be reapportioned to the other counties and cities whose  
37 expenditures are in compliance.

38 (f) If a city or county fails to comply with the requirements of  
39 subdivision (b) in a particular fiscal year, the city or county may  
40 expend during that fiscal year and the following fiscal year a total

1 amount that is not less than the total amount required to be  
2 expended for those fiscal years for purposes of complying with  
3 subdivision (b).

4 2037. A city or county may spend its apportionment of funds  
5 under the program on transportation priorities other than those  
6 allowable pursuant to this chapter if the city's or county's average  
7 Pavement Condition Index meets or exceeds 80.

8 2038. (a) The department and local agencies, as a condition  
9 of receiving funds from the program, shall adopt and implement  
10 a program designed to promote and advance construction  
11 employment and training opportunities through preapprenticeship  
12 opportunities, either by the public agency itself or through  
13 contractors engaged by the public agencies to do work funded in  
14 whole or in part by funds made available by the program.

15 (b) The department and local agencies, as a condition of  
16 receiving funds from the program, shall ensure the involvement  
17 of the California Conservation Corps and certified community  
18 conservation corps in the delivery of projects and services funded  
19 in whole or in part by funds made available by the program.

20 SEC. 25. Section 2103.1 is added to the Streets and Highways  
21 Code, to read:

22 2103.1. (a) Notwithstanding Section 2103, the revenues  
23 transferred to the Highway Users Tax Account pursuant to Sections  
24 8352.4, 8352.5, and 8352.6 of the Revenue and Taxation Code  
25 shall be distributed pursuant to the formula in paragraph (3) of  
26 subdivision (a) of Section 2103.

27 (b) Notwithstanding subdivision (b) of Section 2103, the portion  
28 of revenues in the Highway Users Tax Account attributable to the  
29 increase in the motor vehicle fuel excise tax by seventeen cents  
30 (\$0.17) per gallon pursuant to subdivision (a) of Section 7360 of  
31 the Revenue and Taxation Code, as adjusted pursuant to  
32 subdivision (c) of that section, shall be transferred to the Road  
33 Maintenance and Rehabilitation Account pursuant to Section 2031.

34 (c) Notwithstanding subdivision (b) of Section 2103, the portion  
35 of revenues in the Highway Users Tax Account attributable to the  
36 increase in the diesel fuel excise tax by thirty cents (\$0.30) per  
37 gallon pursuant to subdivision (b) of Section 60050 of the Revenue  
38 and Taxation Code, as adjusted pursuant to subdivision (c) of that  
39 section, shall be transferred to the Trade Corridors Improvement  
40 Fund pursuant to Section 2192.4.



1 SEC. 26. Section 2192 of the Streets and Highways Code is  
2 amended to read:

3 2192. (a) (1) The Trade Corridors Improvement Fund, created  
4 pursuant to subdivision (c) of Section 8879.23 of the Government  
5 Code, is hereby continued in existence to receive revenues from  
6 state sources other than the Highway Safety, Traffic Reduction,  
7 Air Quality, and Port Security Bond Act of 2006.

8 (2) Revenues apportioned to the state under Section 167 of Title  
9 23 of the United States Code from the national highway freight  
10 program, pursuant to the federal Fixing America's Surface  
11 Transportation Act ("FAST Act," Public Law 114-94) shall be  
12 allocated for projects approved pursuant to this chapter.

13 (b) This chapter shall govern the expenditure of those state and  
14 federal revenues described in subdivision (a).

15 (c) The funding described in subdivision (a) shall be available  
16 upon appropriation for allocation by the California Transportation  
17 Commission for infrastructure improvements in this state on  
18 federally designated Trade Corridors of National and Regional  
19 Significance, on the Primary Freight Network, and along other  
20 corridors that have a high volume of freight movement, as  
21 determined by the commission. In determining the projects eligible  
22 for funding, the commission shall consult the Transportation  
23 Agency's state freight plan as described in Section 13978.8 of the  
24 Government Code and the trade infrastructure and goods movement  
25 plan submitted to the commission by the Secretary of  
26 Transportation and the Secretary for Environmental Protection.  
27 The commission shall also consult trade infrastructure and goods  
28 movement plans adopted by regional transportation planning  
29 agencies, adopted regional transportation plans required by state  
30 and federal law, and the applicable port master plan when  
31 determining eligible projects for funding. Eligible projects for  
32 these funds include, but are not limited to, all of the following:

33 (1) Highway capacity improvements, rail landside access  
34 improvements, landside freight access improvements to airports,  
35 and operational improvements to more efficiently accommodate  
36 the movement of freight, particularly for ingress and egress to and  
37 from the state's land ports of entry, rail terminals, and seaports,  
38 including navigable inland waterways used to transport freight  
39 between seaports, land ports of entry, and airports, and to relieve  
40 traffic congestion along major trade or goods movement corridors.

(2) Freight rail system improvements to enhance the ability to move goods from seaports, land ports of entry, and airports to warehousing and distribution centers throughout California, including projects that separate rail lines from highway or local road traffic, improve freight rail mobility through mountainous regions, relocate rail switching yards, and other projects that improve the efficiency and capacity of the rail freight system.

(3) Projects to enhance the capacity and efficiency of ports.

(4) Truck corridor and capital and operational improvements, including dedicated truck facilities or truck toll facilities.

(5) Border capital and operational improvements that enhance goods movement between California and Mexico and that maximize the state's ability to access funds made available to the state by federal law.

(6) Surface transportation and connector road improvements to effectively facilitate the movement of goods, particularly for ingress and egress to and from the state's land ports of entry, airports, and seaports, to relieve traffic congestion along major trade or goods movement corridors.

(d) (1) Except as provided in paragraph (2), the commission shall allocate the funding described in subdivision (a) for trade infrastructure improvements consistent with Section 8879.52 of the Government Code and the Trade Corridors Improvement Fund (TCIF) Guidelines adopted by the commission on November 27, 2007, or as amended by the commission, and in a manner that (A) addresses the state's most urgent needs, (B) balances the demands of various land ports of entry, seaports, and airports, (C) provides reasonable geographic balance between the state's regions, (D) places emphasis on projects that improve trade corridor mobility and safety while reducing emissions of diesel particulate and other pollutant emissions and reducing other negative community impacts, and (E) makes a significant contribution to the state's economy.

(2) The commission shall allocate the federal freight funding, specifically, pursuant to the original TCIF Guidelines, as adopted by the commission on November 27, 2007, and in the manner described in (A) to (E), inclusive, of paragraph (1).

(3) In addition, the commission shall also consider the following factors when allocating these funds:

1 (A) “Velocity,” which means the speed by which large cargo  
2 would travel from the land port of entry or seaport through the  
3 distribution system.

4 (B) “Throughput,” which means the volume of cargo that would  
5 move from the land port of entry or seaport through the distribution  
6 system.

7 (C) “Reliability,” which means a reasonably consistent and  
8 predictable amount of time for cargo to travel from one point to  
9 another on any given day or at any given time in California.

10 (D) “Congestion reduction,” which means the reduction in  
11 recurrent daily hours of delay to be achieved.

12 SEC. 27. Section 2192.1 of the Streets and Highways Code is  
13 amended to read:

14 2192.1. (a) To the extent moneys from the Greenhouse Gas  
15 Reduction Fund, attributable to the auction or sale of allowances  
16 as part of a market-based compliance mechanism relative to  
17 reduction of greenhouse gas emissions, are transferred to the Trade  
18 Corridors Improvement Fund, projects funded with those moneys  
19 shall be subject to all of the requirements of existing law applicable  
20 to the expenditure of moneys appropriated from the Greenhouse  
21 Gas Reduction Fund, including, but not limited to, all of the  
22 following:

23 (1) Projects shall further the regulatory purposes of the  
24 California Global Warming Solutions Act of 2006 (Division 25.5  
25 (commencing with Section 38500) of the Health and Safety Code),  
26 including reducing emissions from greenhouse gases in the state,  
27 directing public and private investment toward disadvantaged  
28 communities, increasing the diversity of energy sources, or creating  
29 opportunities for businesses, public agencies, nonprofits, and other  
30 community institutions to participate in and benefit from statewide  
31 efforts to reduce emissions of greenhouse gases.

32 (2) Projects shall be consistent with the guidance developed by  
33 the State Air Resources Board pursuant to Section 39715 of the  
34 Health and Safety Code.

35 (3) Projects shall be consistent with the required benefits to  
36 disadvantaged communities pursuant to Section 39713 of the  
37 Health and Safety Code.

38 (b) All allocations of funds made by the commission pursuant  
39 to this section shall be made in a manner consistent with the criteria  
40 expressed in Section 39712 of the Health and Safety Code and

1 with the investment plan developed by the Department of Finance  
2 pursuant to Section 39716 of the Health and Safety Code.

3 (c) For purposes of this section, “disadvantaged community”  
4 means a community with any of the following characteristics:

5 (1) An area with a median household income less than 80  
6 percent of the statewide median household income based on the  
7 most current census tract-level data from the American Community  
8 Survey.

9 (2) An area identified by the California Environmental  
10 Protection Agency pursuant to Section 39711 of the Health and  
11 Safety Code.

12 (3) An area where at least 75 percent of public school students  
13 are eligible to receive free or reduced-price meals under the  
14 National School Lunch Program.

15 SEC. 28. Section 2192.2 of the Streets and Highways Code is  
16 amended to read:

17 2192.2. The commission shall allocate funds made available  
18 by this chapter to projects that have identified and committed  
19 supplemental funding from appropriate local, federal, or private  
20 sources. The commission shall determine the appropriate amount  
21 of supplemental funding each project should have to be eligible  
22 for moneys based on a project-by-project review and an assessment  
23 of the project’s benefit to the state and the program. Funded  
24 improvements shall have supplemental funding that is at least equal  
25 to the amount of the contribution under this chapter. The  
26 commission may give priority for funding to projects with higher  
27 levels of committed supplemental funding.

28 SEC. 29. Section 2192.4 is added to the Streets and Highways  
29 Code, to read:

30 2192.4. Notwithstanding subdivision (b) of Section 2103, the  
31 portion of the revenues in the Highway Users Tax Account  
32 attributable to the increase in the diesel fuel excise tax by thirty  
33 cents (\$0.30) per gallon pursuant to subdivision (b) of Section  
34 60050 of the Revenue and Taxation Code, as adjusted pursuant to  
35 subdivision (c) of that section, shall be deposited in the Trade  
36 Corridors Improvement Fund.

37 SEC. 30. Section 9250.3 is added to the Vehicle Code, to read:

38 9250.3. (a) In addition to any other fees specified in this code  
39 or the Revenue and Taxation Code, commencing 120 days after  
40 the effective date of the act adding this section, a registration fee

1 of thirty-eight dollars (\$38) shall be paid to the department for  
2 registration or renewal of registration of every vehicle subject to  
3 registration under this code, except those vehicles that are expressly  
4 exempted under this code from payment of registration fees.

5 (b) Beginning July 1, 2019, and every third year thereafter, the  
6 Department of Motor Vehicles shall adjust the fee imposed under  
7 this section for inflation in an amount equal to the change in the  
8 California Consumer Price Index for the prior three-year period,  
9 as calculated by the Department of Finance, with amounts equal  
10 to or greater than fifty cents (\$0.50) rounded to the next highest  
11 whole dollar.

12 (c) Revenues from the fee, after the deduction of the  
13 department's administrative costs related to this section, shall be  
14 deposited in the Road Maintenance and Rehabilitation Account  
15 created pursuant to Section 2031 of the Streets and Highways  
16 Code.

17 SEC. 31. Section 9250.6 is added to the Vehicle Code, to read:

18 9250.6. (a) In addition to any other fees specified in this code,  
19 or the Revenue and Taxation Code, commencing 120 days after  
20 the effective date of the act adding this section, a registration fee  
21 of one hundred and sixty-five dollars (\$165) shall be paid to the  
22 department for registration or renewal of registration of every  
23 zero-emission motor vehicle subject to registration under this code,  
24 except those motor vehicles that are expressly exempted under  
25 this code from payment of registration fees.

26 (b) Beginning July 1, 2019, and every third year thereafter, the  
27 Department of Motor Vehicles shall adjust the fee imposed under  
28 this section for inflation in an amount equal to the change in the  
29 California Consumer Price Index for the prior three-year period,  
30 as calculated by the Department of Finance, with amounts equal  
31 to or greater than fifty cents (\$0.50) rounded to the next highest  
32 whole dollar.

33 (c) Revenues from the fee, after deduction of the department's  
34 administrative costs related to this section, shall be deposited in  
35 the Road Maintenance and Rehabilitation Account created pursuant  
36 to Section 2031 of the Streets and Highways Code.

37 (d) This section does not apply to a commercial motor vehicle  
38 subject to Section 9400.1.

1 (e) The registration fee required pursuant to this section does  
2 not apply to the initial registration after the purchase of a new  
3 zero-emission motor vehicle.

4 (f) For purposes of this section, “zero-emission motor vehicle”  
5 means a motor vehicle as described in subdivisions (c) and (d) of  
6 Section 44258 of the Health and Safety Code, or any other motor  
7 vehicle that is able to operate on any fuel other than gasoline or  
8 diesel fuel.

9 SEC. 32. Section 9400.5 is added to the Vehicle Code, to read:

10 9400.5. (a) Notwithstanding Sections 9400.1, 9400.4, and  
11 42205 of this code, Sections 16773 and 16965 of the Government  
12 Code, Section 2103 of the Streets and Highways Code, or any  
13 other law, weight fee revenues shall only be transferred consistent  
14 with the schedule provided in subdivision (b) from the State  
15 Highway Account to the Transportation Debt Service Fund, the  
16 Transportation Bond Direct Payment Account, or any other fund  
17 or account for the purpose of payment of the debt service on  
18 transportation general obligation bonds and shall not be loaned to  
19 the General Fund.

20 (b) (1) The transfer of weight fee revenues, after deduction of  
21 collection costs, from the State Highway Account pursuant to  
22 subdivision (a) shall not exceed:

23 (A) 80 percent of the total weight fees in the 2017–18 fiscal  
24 year.

25 (B) 60 percent of the total weight fees in the 2018–19 fiscal  
26 year.

27 (C) 40 percent of the total weight fees in the 2019–20 fiscal  
28 year.

29 (D) 20 percent of the total weight fees in the 2020–2021 fiscal  
30 year.

31 (2) No weight fees, after deduction of collection costs, shall be  
32 transferred from the State Highway Account after the 2020–21  
33 fiscal year.

34 SEC. 33. This act is an urgency statute necessary for the  
35 immediate preservation of the public peace, health, or safety within  
36 the meaning of Article IV of the Constitution and shall go into  
37 immediate effect. The facts constituting the necessity are:

- 1 In order to provide additional funding for road maintenance and
- 2 rehabilitation purposes as quickly as possible, it is necessary for
- 3 this act to take effect immediately.

O