



**I. SB 16 and SBX1-1 (Beall) Transportation Funding**

Senator Beall introduced SB 16 earlier this year. CALCOG took a “support” position on the version in print on April 15. Then, SB 16 was re-introduced in the Extraordinary Session as SB 1X-1. Significant new amendments went into print on July 14. See below.

<b>SB 16—SB X1-1 COMPARISON TABLE</b>		
<b>Key Element</b>	<b>SB 16 (June 1)</b>	<b>SBX1-1 (July 14)</b>
<b>Effective Term</b>	5 years	Unlimited
<b>Revenue</b>	<b>\$3.4 to \$3.9 Billion/Yr.</b>	<b>\$4.3 to \$4.6 Billion/Yr.</b>
<b>Sources</b>	<ul style="list-style-type: none"> <li>• 10¢/gal. tax increase on gasoline</li> <li>• 12¢/gal increase on diesel fuel</li> <li>• \$35 vehicle registration fee</li> <li>• \$100 zero emission vehicle fee</li> <li>• Loan repayments over 3 years</li> <li>• .65% vehicle license fee increase</li> </ul>	<ul style="list-style-type: none"> <li>• 12¢/gal. tax increase on gasoline</li> <li>• 22¢/gal. Increase on diesel fuel</li> <li>• \$35 vehicle registration fee</li> <li>• \$100 zero emission vehicle fee</li> <li>• Loan repayments over 3 years</li> <li>• \$35 road access fee</li> </ul>
<b>Truck Weight Fees</b>	Transferred and backfilled with VLF	Not affected
<b>Goods Movement (TCIF)</b>	2¢/gal. on diesel to TCIF (approx. \$50 million/yr.)	12¢/gal. on diesel to TCIF (approx. \$300 million/yr.)
<b>Self Help Incentive</b>	5% off-the top allocation	5% of the top allocation-ongoing
<b>Distribution of Remainder</b>	<ul style="list-style-type: none"> <li>• 50% to SHOPP</li> <li>• 50% to Local Streets &amp; Roads</li> </ul>	<ul style="list-style-type: none"> <li>• 50% to SHOPP</li> <li>• 50% to Local Streets &amp; Roads</li> </ul>
<b>Inflation Adjustment (CPI)</b>	N/A	Excise tax adjusted every three years beginning 2019
<b>Local Streets and Road Fund Flexibility</b>	N/A	“Other transportation priorities” allowed if PMI exceeds 85
<b>STIP</b>	N/A	<ul style="list-style-type: none"> <li>• Excise tax reset to 17.3 ¢/gal.</li> <li>• CPI applies to all excise tax</li> </ul>
<b>Active Transportation Eligibility</b>	N/A	Pedestrian and bike safety in conjunction with other projects
<b>Caltrans Accountability</b>	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%	CTC allocation required for SHOPP; Department plan to improve efficiency by 30%
<b>Local Street and Roads Accountability</b>	CTC estimates fund amount, develop performance criteria	CTC develops performance criteria

## II. Other Key Bills In the First Extraordinary Session

### Assembly Bills:

- **AB X1-1 (Alejo). Weight fees.** Returns weight fees to the State Highway Fund; repays outstanding transportation loans over three years
- **AB X1-2 (Perea) Public Private Partnerships.** Extends P3 authority indefinitely; includes Santa Clara VTA in definition of regional agency.
- **AB X1-3 and ABX1-4 (Frazier, Atkins) Spot language.** Spot bills to establish permanent, sustainable sources of funding for highways, local roads, bridges, etc.
- **AB X1-6 (Hernandez) AHSC program.** Creates a 20% rural set aside in AHSC Program.
- **AB X1-7 (Nazarian). Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **AB X1-8 (Chiu & Bloom) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.

### Senate Bills:

- **SB X1-1 (Beall) Transportation Funding.** See previous page.
- **SB X1-2 (Huff) GHG reduction fund.** Dedicates cap and trade taxes paid from gasoline production to improving infrastructure, including streets and roads.
- **SB X1-3 (Vidak) HSR Bonds.** Amends HSR bond funding initiative (and requires a general vote) to redirect HSR Bond funds to repair or construct highways and local streets and roads.
- **SB X1-6 (Runner) GHG reduction fund; transportation.** Prohibits use of cap and trade proceeds on HSR and redirects funds to highways, local street and roads, and public transit.
- **SB X1-7 (Allen) Diesel sales tax.** Increases sales and use tax on diesel from 1.75% to 5.25%. These revenues are appropriated by formula to public transit agencies.
- **SB X1-8 (Hill) Public transit funding.** Doubles cap and trade appropriation for Transit and Intercity Rail Program (to 20%) and Local Carbon Transit Program (to 10%).
- **SB X1 9 (Moorlach) Department of Transportation.** Prohibits Caltrans from using temporary funding (e.g., bonds) to support permanent positions; encourages contracting.
- **SB X1 10 (Bates) Regional Capital Improvements.** Converts STIP to block grants based on county shares; eliminates CTC retains some oversight, but programming role discontinued
- **SB X1 11 (Berryhill) CEQA exemption, road improvements.** Exempts road repair and maintenance on existing rights of way from CEQA, including for areas over 100,000.
- **SB X1-12 (Runner) Transportation Commission.** Makes the CTC independent and authorizes CTC to approve the Department's individual repair and maintenance projects.
- **SB X1-13 (Vidak) Inspector General.** Creates an Inspector to assure that Caltrans and HSRA operates efficiently, effectively, and in compliance with federal and state laws.
- **SB X1 14 (Canella) Public Private Partnerships.** Eliminates the sunset provision that allowed RTPAs and Caltrans to enter into PPPs.

### Senate Constitutional Amendments:

- **SCA X1-1 (Huff).** Guarantees that transportation taxes are used for transportation purposes.