

Transportation Special Session Bills

ASSEMBLY BILLS

ABX-1 Alejo: Transportation Funding: would retain vehicle weight fees in State Highway Account, delete “gas tax swap,” ends restriction on unrestricted transpo funding that now has to go towards transportation debt service.

ABX1-2 Perea: would extend authorization for Public-Private Partnerships

ABX1-3 Frazier and Atkins: Transportation Funding: spot bill

ABX1-4 Frazier and Atkins: Transportation Funding: spot bill

ABX1-5 Hernandez: would changes rules for Low Income Housing credit for farmworker housing

ABX1-6 Hernandez: Affordable Housing and Sustainable Communities: would allocate at least 20% of funding to rural areas, at least 50% to affordable housing projects

ABX1-7 Nazarian: Transit funding: would raise GGRF allocation to Transit and Intercity Rail program to 20% (from 10%) and to Low Carbon Transit Operations to 10% (from 5%)

ABX1-8 Chiu: would raise diesel sales and use taxes to 5.25%

ABX1-9 Levine: Richmond San Rafael bridge: would temporarily add lane on bottom deck of bridge (urgency)

ABX1-10 Levine: would allow no extra compensation for large infrastructure projects until certified complete.

ABX1-11 Gray: would appropriate money for Merced campus parkway project

ABX1-12 Nazarian: would authorize LA Metro to enter public private partnerships, pass bonds for infrastructure projects

SENATE BILLS

SBX1-1 Beall: transportation funding: would create Road Maintenance and Rehab program, require CTC to adopt performance criteria for efficient use of funds. 12-cent increase in gas tax, 22-cent increase in diesel fuel tax, same on fuel storage taxes; increase vehicle registration fee by \$35; add \$100 veh reg fee for zero-emission vehicles; adds a “road access charge” of \$35 to every vehicle. Allocates to self-help counties and Trade Corridors Improvement Fund. Would require Caltrans to plan for 30% efficiency increase.

SBX1-2 Huff: would allocate any cap-and-trade money from fuels to roads highways.

SBX1-3 Vidak: would scuttle HSR; allow no further bonds sold except for early improvement projects, allocate any outstanding money for repair and new construction on highways, local roads

SBX1-4 Beall: Transportation Funding: spot bill.

SBX1-5 Beall: Transportation Funding: spot bill.

SBX1-6 Runner: would delete high speed rail from the GGRF for high-speed rail and allocate that money amount to: 40% for state highway projects, 40% for local street and road projects divided equally between cities and counties, and 20% to public transit.

SBX1-7 Allen: would increase diesel sales and use tax to 5.25% for transit

SBX1-8 Hill: Transit Funding: would raise GGRF allocation to Transit and Intercity Rail program to 20% (from 10%) and to Low Carbon Transit Operations to 10% (from 5%)

SBX1-9 Moorlach: would require Caltrans to contract out up to 50% of architectural and engineering services.

SBX1-10 Bates and Nguyen: would eliminate CTC role in STIP process but keep some oversight re: expenditure. Would give MPOs, transportation agencies, or county transportation commission block grants to allocate according to their regional plans.

SBX1-11 Berryhill: would offer CEQA exemption for repair, maintenance, or minor alterations to existing nonstate roadways in city or county with less than 100,000 population (how would this affect Complete Streets?) In 2025, would expand exemption to all counties and state highways.

SBX-12 Runner: would exclude CTC from oversight by CalSTA, and give CTC more power over programs in SHOPP.

SBX1-13 Vidak: wouldl create independent Office of Transportation Inspector General “to ensure all state agencies expend transportation funds efficiently and effectively.” Creates a six-year term for a governor-appointed bureaucrat.

SBX1-14 Cannella: would extend Caltrans authority to enter PP3s and nclude SCVTA in definition of agencies who can enter PP3s.

SCA X 1.1 Huff : would restrict any fee or tax that comes from motor vehicles to streets and roads. Needs 2/3 vote.