



CALIFORNIA STATE RAIL PLAN

APPENDIX

2023



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Appendix 1.1

FRA Final State Rail Plan Guidance

Description

The Final State Rail Plan Guidance explains the process to be followed in developing state rail plans, including minimum content requirements, a standardized format, and the Federal Railroad Administration's (FRA) review and acceptance process, as established by the Passenger Rail Investment Improvement Act of 2008 (PRIIA). PRIIA requires each state to prepare a rail plan in order to be eligible for funding for passenger and freight rail projects as well as to receive grants to relieve rail congestion. In the final guidance the FRA has emphasized the importance of integrating the development of rail plans with other state planning efforts as much as possible. Because individual state rail plans but be updated every four years at a minimum and state update cycles vary, there is no set schedule for when states will submit rail plans to FRA for review and acceptance.

Sources

FRA Website:

https://railroads.dot.gov/sites/fra.dot.gov/files/fra_net/3382/Final_State_Rail_Plan_Guidance_September_2013.pdf

Notes:

NA

STATE RAIL PLAN GUIDANCE

FEDERAL RAILROAD ADMINISTRATION

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Summary

About this Guidance

This guidance provides an explanation of the process to be followed in developing State rail plans (SRPs), the procedure to be followed by the Federal Railroad Administration (FRA) for review and acceptance of submitted State rail plans, the standardized State rail plan format, a list of the minimum State rail plan content requirements, and procedural requirements for State rail plan preparation, as established by the Passenger Rail Investment and Improvement Act of 2008 (PRIIA). An overview of PRIIA and the High-Speed Intercity Passenger Rail (HSIPR) program is also provided.

Effect on Existing State Rail Plans

State rail plans completed before publication of this guidance that substantially meet the requirements of PRIIA as determined by FRA (acting for the Secretary of Transportation), will be accepted by FRA as satisfying the State rail plan requirement for States seeking capital grants under Sections 301, 302, and 501 of PRIIA. Because individual State rail plans must be updated at least every five years and State update cycles vary, there is no set schedule when States will submit rail plans to FRA for review and acceptance.

Further, State rail plans that are the product of planning efforts underway prior to issuance of this final guidance, and that substantially meet the requirements of PRIIA, will also be deemed by FRA to satisfy the State rail plan requirement for States seeking capital grants under Sections 301, 302, and 501 of PRIIA. A State rail plan effort that has reached the “notice-to-proceed” (NTP) stage between a State Rail Transportation Authority and a consultant will be considered “underway”.

Standard Format for State Rail Plans

With this guidance, FRA is establishing a standard format for State rail plans submitted by States to FRA. States are also encouraged to adopt this standard format for State rail plans that are currently underway to make it easier to integrate State rail plans with other plans including those of neighboring states, to assist FRA in reviewing individual State rail plans for acceptance in a timely and efficient manner, as well as for preparing national program needs assessments.

The State rail plan format, addressing content and organization, is shown below with a detailed description of each chapter provided in Section V of this Guidance.

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System:
 - 2.1. Description and Inventory
 - 2.2. Trends and Forecasts
 - 2.3. Rail Service Needs and Opportunities
3. Proposed Passenger Rail Improvements and Investments
4. Proposed Freight Rail Improvements and Investments
5. The State's Rail Service and Investment Program
6. Coordination and Review

Technical Appendix

The State rail plan may be published and presented to FRA either as a stand-alone document or as an element of the State's Long-Range Transportation Plan, as required in 23 U.S.C. 135 and 49 U.S.C. 5304, in accordance with the Moving Ahead for Progress in the 21st Century Act (MAP-21). Incorporation of the State rail plan within the statewide Long-Range Transportation Plan may provide an opportunity for States to more fully envision and present their rail program within a broader context of the State's multimodal statewide transportation system. If the State rail plan is incorporated within the State's Long-Range Transportation Plan, it is important that the State rail plan standard format be used (for the State rail plan section of the statewide Long-Range Transportation Plan) and that the State Rail Plan Approval Authority, as described in Section III of this Guidance, explicitly approves the State rail plan element.

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Appendix 1: Additional Data Requirements with Corresponding Element in Standardized Format

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I. Introduction to this Guidance

The U.S. Census estimates that by 2050, the nation will add another 100 million people, most of them in already-congested “megaregions.”¹ According to Federal Railroad Administration (FRA) analysis, the domestic U. S. economy requires the movement of approximately 40 tons of freight per capita per year, meaning that 4 billion additional tons of freight will need to be transported annually by 2050. Significant increases in passenger travel will also be generated by this projected population growth. At the national, regional, and state levels, proper planning and strategic investments in transportation infrastructure will be necessary to accommodate this growth in order to maintain the Nation’s global economic competitiveness and quality-of-life. Rail will play a pivotal role in the Nation’s transportation future, especially given the financial and environmental challenges associated with increasing capacity on other modes.

The Passenger Rail Investment and Improvement Act of 2008² (PRIIA) reauthorized the National Railroad Passenger Corporation (Amtrak) and strengthened the U.S. intercity passenger rail network by directing Amtrak, the FRA – an operating administration of the U.S. Department of Transportation (USDOT), States, and other stakeholders to improve service, operations, and facilities, and by authorizing funding for these activities. Section 303 of PRIIA³ provides for enhanced State involvement in rail policy, planning, and development efforts, including requiring States to develop FRA-accepted SRPs in order to be eligible for the capital grants authorized in PRIIA.⁴

State rail plans must reflect both the primarily private ownership of the rail network and the fact that, in most cases, some form of private/public partnership arrangement must characterize planning for and investment in that network, both in States and in metropolitan areas. Successful private/public partnerships create situations where both freight and passenger operations can expand and flourish.

¹ The “Megaregion” concept was addressed on page 5 of FRA’s 2010 National Rail Plan Progress Report. The megaregion concept is a framework for planning investments within those regions. However, FRA realizes that megaregions cover only portions of the United States and many vital transportation investments are necessary in all States.

² Public Law 110-432.

³ 49 U.S.C. Ch. 227.

⁴ Although PRIIA requires a State to have a rail plan to be eligible for the capital grants authorized in the Act, Congress has made exceptions and, for example, waived this requirement when appropriating funds for the American Recovery and Reinvestment Act of 2009 (Public Law 111-5, enacted February 17, 2009) as well as the FY 2010 appropriations act (Public Law 111-117, enacted December 16, 2009).

In order to be eligible for capital grants authorized under PRIIA, States must establish or designate a State Rail Transportation Authority to develop State rail plans that set policy involving freight and passenger (intercity and commuter) rail transportation within their boundaries, establish priorities and implementation strategies to enhance rail service in the public interest, and serve as the basis for Federal and State rail investments within the State. PRIIA requires USDOT to establish minimum standards for the preparation and periodic revision of State rail plans. FRA has developed this Guidance to assist States in fulfilling that requirement.

In brief, State rail plans should address a broad spectrum of issues, including an inventory of the existing passenger and freight rail transportation system, rail services, and facilities within the State. Plans should also include an explanation of the State's passenger and freight rail service goals and objectives within the context of the State's overall transportation system; an analysis of the public benefits of freight and passenger rail to the State; and a long-range investment program for current and future freight and passenger rail infrastructure in the State. State rail plans are to be coordinated with, and incorporated within, as appropriate, other State transportation planning programs for the purpose of considering a statewide multimodal context when identifying the long and short-term rail service and investment needs and requirements of States. In addition, where appropriate, State rail plans should be coordinated with the transportation planning programs of neighboring States and others within the megaregion.

II. Overview of PRIIA and the State Rail Plan Requirement

The enactment of PRIIA served to strengthen the U.S. passenger rail network by encouraging a long-term view of the rail system. It also engaged stakeholders in considering the potential benefits that flow to the public and private entities by including passenger and freight rail into the transportation planning processes conducted at the statewide and metropolitan levels. PRIIA authorized the Secretary of Transportation, through FRA, to make grants to assist in the financing of capital costs to improve intercity passenger rail transportation. PRIIA also required that consideration be given to the important role commuter rail and freight rail play in meeting the transportation needs of the Nation. Therefore, States should address all markets and types of passenger and freight rail service in formulating their State rail plans.

A. State Rail Plan Requirement

Under Section 303 of PRIIA, States must develop their State rail plans according to specific requirements as a condition of eligibility for high-speed and intercity passenger rail capital assistance grants authorized in Section 301 and Section 501 of PRIIA. High priority corridors that are candidates for congestion grants (Section 302) also must be included in the State rail plan. Submittal of a State rail plan that conforms to PRIIA and this Guidance is a key element in project eligibility under these capital grant programs authorized by the legislation.⁵

Requiring State rail plans as a prerequisite to eligibility for rail improvement funding under the FRA programs noted above enables States to develop strategies and policies for enhanced passenger and freight rail service on a comprehensive scale, in consideration of benefits to the public at large. There are many public benefits from rail that can be calculated. A broad view of these public benefits should encompass how rail transportation improves transportation safety, economic competitiveness, environmental sustainability, energy efficiency, state of good repair, and livability. These benefits represent the Department of Transportation's strategic goals which are in parallel with the language in PRIIA that states:

“[A] benefit accrued to the public, including Amtrak, in the form of enhanced mobility of people or goods, environmental protection or enhancement, congestion mitigation, enhanced trade and economic development, improved air quality or land use, enhanced public safety or security, transportation efficiency

⁵ Intercity passenger rail projects funded under the American Recovery and Reinvestment Act of 2009 and by the Fiscal Year 2009 and 2010 Transportation Appropriations Acts were exempted from the State Rail Plan requirement.

or infrastructure preservation, and any other positive community effects as defined by the Secretary[.]⁶

Accordingly, to identify and maximize strategic opportunities to serve communities and the public at large, FRA encourages all States to develop State rail plans, including States that do not intend to pursue Federal funding for rail capital projects under the programs established by PRIIA in sections 301, 302, and 501.

B. Capital Grant Programs

PRIIA established three new competitive capital grant programs (Sections 301, 302, and 501) for funding high-speed and intercity passenger rail improvements, each of which, as authorized, requires a 20 percent non-Federal match. The grant programs are described below:

- Section 301 of the Act creates the framework for a new intercity passenger rail service corridor capital assistance program.
- Section 302 of the Act authorizes the appropriation of funds for “congestion grants” to States or to Amtrak (in cooperation with States) for capital projects to reduce train delay and increase ridership on high priority rail corridors.
- Section 501 of the Act authorizes the USDOT to establish and implement a high-speed rail corridor development program.

C. Federal Funding for Rail Planning

FRA’s High-Speed Intercity Passenger Rail Program (HSIPR) consolidates all three PRIIA-authorized grant programs into a single, coordinated program. FRA recognizes the strategic importance of State rail plans and other supporting planning activities to the long-term success of the HSIPR program and, to the extent possible, makes HSIPR funding available for rail planning activities.

As mentioned previously and described later in this Guidance, States are required to coordinate their State rail plan development activities with the applicable Statewide/Nonmetropolitan and/or Metropolitan Transportation Planning processes administered jointly by the Federal Highway Administration (FHWA) and Federal Transit Administration (FTA). Beyond the importance of demonstrating policy and program consistency with the State’s overall transportation vision, preparing State rail plans in full coordination with – or as part of – broader multimodal planning programs may provide access to additional funding sources to support the preparation of successive State rail plans and related planning activities. FHWA/FTA may consider funding rail-related intermodal planning activities, particularly for terminal and

⁶ 49 U.S.C. § 22701(2)(A)(i).

station area activities that require coordinated highway and transit planning focused on travel within or between metropolitan areas or States. Funding available through FHWA's metropolitan transportation planning (PL) program⁷ and State Planning and Research (SP&R) Program⁸, as well as FTA's Metropolitan Planning Program (MPP)⁹ and State Planning and Research Program¹⁰, may be used by Metropolitan Planning Organizations (MPOs) and States to augment FRA funding, provided there is a clear nexus between State rail plan development and preparation of metropolitan and statewide transportation plans, including State freight plans.

⁷ 23 U.S.C. § 134

⁸ 23 U.S.C. § 505

⁹ 49 U.S.C. § 5305(d)

¹⁰ 49 U.S.C § 5305(e)

III. Role of State and Local Officials and Other Stakeholders

States are called upon to prepare State rail plans and to assume four primary responsibilities, as set forth in PRIIA:

- A. Establish a State authority to develop the State rail plan and designate officials with approval authority of the plan;
- B. Coordinate with other planning activities being carried out in the statewide/nonmetropolitan and metropolitan transportation planning processes funded by FHWA and FTA;
- C. Involve the public and key stakeholders in the planning process; and
- D. Coordinate with, and secure program implementation commitments as needed, from neighboring States, especially where multi-state corridors and transportation systems are involved.

A. State Authorities

PRIIA requires States to establish or designate, by State law or the direction of the Governor, a “State Rail Transportation Authority” (SRTA). The SRTA is a State agency or official responsible for preparing, maintaining, coordinating, and administering the State rail plan. Usually, the SRTA is the State department of transportation. The SRTA establishes priorities and implementation strategies to enhance rail service in the public interest and works to ensure that the State rail plan fully reflects the State’s policy on freight and passenger rail transportation, including commuter rail.

PRIIA also requires States to establish or designate a “State Rail Plan Approval Authority” (SRPAA), with responsibility to review and approve the State rail plan. The SRPAA serves as the State approval authority for investment of public funds in rail projects. In most cases, the State Secretary of Transportation is designated as the authority that provides the final approval of the State Rail Plan. As with the SRTA, States have flexibility to designate the most appropriate official or organization within their State government as the SRPAA. It is allowable for the SRTA and SRPAA to be the same State entity or official.

B. Coordination with Statewide/Nonmetropolitan and Metropolitan Transportation Planning

State rail plans are an important part of a comprehensive approach to identifying and addressing a State’s future mobility needs for passengers and freight in a coordinated and integrated fashion across modes. Therefore, PRIIA requires States to coordinate State rail plan efforts with statewide/nonmetropolitan transportation planning goals and programs and to set forth policy for the role of rail within the State’s transportation system. State rail plans must prioritize public investment in rail transportation on a comprehensive, system wide level,

ensuring that those investments are integrated with other State and metropolitan transportation plans and priorities.

Coordination of the preparation of a State rail plan with other transportation planning efforts at both the statewide/nonmetropolitan and metropolitan area levels, and vice versa, offers the potential for States to leverage the effectiveness of their combined rail and non-rail public infrastructure investment programs, as well as to identify opportunities for integrated operation and management across services and systems, including passenger and freight rail. Coordination at both the capital investment and operations levels can enable rail, as well as service providers across other modes, to collaborate on a comprehensive strategy to maximize the public benefits delivered. PRIIA directs States to prioritize options to maximize service integration and efficiency between rail and other modes of transportation within the State.¹¹ An effective method of accomplishing this is for States to prepare State rail plans as integral parts of the State's Long-Range Transportation Plan. Components of State rail plans affecting urbanized areas should be included as integral parts of the Metropolitan Transportation Plan prepared by the MPO for that area.

State rail plans should be coordinated with the policies and programs of the statewide/nonmetropolitan and metropolitan transportation planning documents required under 23 U.S.C. §§ 134 and 135 and 49 U.S.C. §§ 5303 and 5304. These sections require continuing, cooperative, and comprehensive multimodal transportation planning processes at the statewide/nonmetropolitan and metropolitan levels, including the development of statewide and metropolitan long-range transportation plans, and short-range Statewide Transportation Improvement Programs (STIPs) and metropolitan area Transportation Improvement Programs (TIPs) for States and metropolitan areas respectively. Preparing the State rail plan in coordination with, or as part of, the multimodal planning process will ensure consistency across the programs.

With the enactment of Public Law 112-141, Moving Ahead for Progress in the 21st Century (MAP-21), on July 6, 2012, Section 1118 directs the Secretary of Transportation to encourage each State to develop a comprehensive State freight plan. As part of the coordinating requirement for State rail plans noted previously, States should coordinate the freight provisions of the two plans. In addition, as other planning requirements are put in statute, States should work to continue to coordinate State Rail Planning efforts with additional statutory requirements.

¹¹ 49 U.S.C. § 22705(a)(8)

For information and coordination purposes, States are encouraged to list FRA-funded rail planning studies in the approved Statewide Planning and Research (SPR) Work Program and/or Unified Planning Work Program (UPWP) of the State and/or applicable MPO. Together, the UPWP and SPR Work Program should list the key data collection and analysis tasks, as well as public and stakeholder involvement activities associated with preparation of the State rail plan, identifying opportunities for coordination with other data collection and planning analysis activities.

For information and coordination purposes, States are encouraged to incorporate the policies, visions, and priorities of the State rail plan, as one of many transportation modes, in the statewide Long-Range Transportation Plan. This could be presented within the narrative directly or as an addendum to the plan. Similarly, short-range rail improvement priorities could be included in the TIP/STIP for information and coordination purposes only.

Among the many benefits of integrating preparation of the State Rail Plan with transportation planning conducted at the statewide and metropolitan levels is the opportunity for identifying potential environmental concerns and mitigation during early systems planning. MAP-21 calls for the transportation plans of States and MPOs to include a discussion of potential environmental mitigation activities that could, under certain conditions, provide information that could be incorporated into subsequent work conducted in accordance with the environmental review requirements of the National Environmental Policy Act (NEPA).

In addition, the freight planning provisions enacted in MAP-21 provide another important opportunity area for coordination with State rail plan development. States are strongly encouraged to coordinate development of their State rail plans with their freight planning efforts, including preparation of the State freight plan, considering shifts in the nature of freight demand and the type of freight in assessing emerging freight markets for rail. Similarly, coordination of State rail plan development and freight planning, including the state freight plan, can allow States to leverage the benefits of investments in either mode, such as the ability of a highway investment in an intermodal facility to add value to the rail network.

MAP-21 also calls for establishment of a performance-based approach to statewide/nonmetropolitan and metropolitan transportation planning, supporting the achievement of locally established performance targets related to national performance goals, as well as other measures deemed appropriate by State and local officials. Similarly, PRIIA provides a list of performance indicators for use in developing State rail plans. In coordinating State rail plan development with transportation planning processes carried out at the statewide/nonmetropolitan and metropolitan levels, States are advised to utilize consistent sets of performance measures, to the extent practicable. For rail assets in particular, States are encouraged to prepare and maintain inventories and analyses of their rail facilities consistent

with the transit asset management plans required in MAP-21 and other transportation facility and service-based performance plans, as appropriate. Similarly, the development and use of safety-focused performance metrics should be coordinated with the safety-related performance measures and targets established by States and public transportation service providers, in accordance with MAP-21.

Similar to planning for capital investments, important opportunities exist to enhance the efficiency and effectiveness of rail services by harmonizing operations and management with other modes. While rail offers important benefits to intermediate and long-distance travel for people and freight, these efficiencies depend upon the quality of access and egress at trip origins and destinations. Intercity passenger rail services should be coordinated with public transit and commercial intercity bus operators and timetables in order to extend the range of destinations that can be reached through seamless intermodal connections. The same concept applies to freight, as well-located intermodal terminals with good connections to highway and port facilities provide similar opportunities to enhance the quality of rail freight service and add value to both the rail and highway network while improving the economic competitiveness of the Nation. There are also opportunities for rail and aviation to provide access and egress benefits to each other and they should be discussed in the State rail plan where applicable.

Coordination and integration of planning and operations across modes is encouraged. Rail interests should seek-out opportunities for interagency, intergovernmental, and multimodal coordination through the ongoing transportation planning process. The various committees and task forces serving the planning processes administered by States and MPOs can provide useful venues for this coordination and integration.

In summary, there are many reasons for rail interests to become active participants in the statewide/nonmetropolitan and metropolitan transportation planning processes being carried out in their service areas. MAP-21 enhanced the role of transportation system administrators and operators by requiring MPOs in urbanized areas with populations over 200,000 to include officials of public agencies that administer or operate major modes of transportation operating in their areas. Rail interests serving these large metropolitan areas should explore the opportunity to have a voice in the transportation planning process, representing the needs of the rail industry to State and local officials.

C. Public and Stakeholder Involvement

PRIIA requires States to involve public and private stakeholders – including the private railroads that own the majority of rail related infrastructure – in the development and review of State rail plans. These stakeholders must be notified and given the opportunity to provide input on the State rail plan as it is being prepared, as well as on the draft plans produced, with a reasonable

period of time allowed for public and stakeholder review. The occasions for public involvement within the State rail plan development effort, as well as the method and period of time for public involvement, should be determined by States in collaboration with the public and stakeholder community. States are encouraged to incorporate the public involvement activities associated with State rail plan development within the documented public involvement process established for the overall statewide/nonmetropolitan planning process with appropriate expansion of the range of interested stakeholder groups, including, for example, the state freight advisory committees encouraged by MAP-21. Additionally, the States' public involvement processes should include provisions for engaging typically under-represented populations.

As defined by PRIIA, stakeholders must include all freight and passenger rail (intercity and commuter rail) carriers and transit authorities operating in, or affected by rail operations within, the State, units of local government, and metropolitan areas.¹² Stakeholders should also include major shippers, freight and passenger rail organizations, rail labor organizations, intercity bus operators, airlines, airport authorities, port authorities, chambers of commerce, tourism organizations, and other public or private entities interested in improving rail services and multi-modal integration within the State. SRPAs must work cooperatively with State, regional and municipal transportation and land use planning, environmental and economic development agencies; review their freight and passenger rail activities and initiatives; and consider their recommendations. Additionally, where Federal installations are involved and/or military preparedness is affected by rail facilities and services, the appropriate Federal agencies should be included among the group of stakeholders supporting development of the State rail plan.

States shall work with MPOs to involve the appropriate public and stakeholder interests from urbanized areas of the State in the preparation of State rail plans. Public involvement in support of state rail plan development would be enhanced if coordinated with, or incorporated within, the public involvement processes carried out both by States and MPOs through their respective statewide/nonmetropolitan and metropolitan transportation planning processes, as described above. Because State rail plans will include proposed improvements throughout the State - in both metropolitan and nonmetropolitan areas, working through the public engagement

¹² States must involve private sector stakeholders such as freight railroads in preparing State rail plans. While private rail interests are under no obligation to provide proprietary information of any kind, their observations and perspectives are invaluable to the State rail plan development effort. Similarly, to the extent that private rail interests may voluntarily submit confidential information for use in preparing State rail plans, States should take appropriate measures to safeguard the confidentiality of that potentially sensitive information. States should comply with antitrust laws when preparing State rail plans.

processes of both States and MPOs can afford the public and stakeholders a comprehensive view of transportation decision-making across modes and across regions.

In summary, it is important to establish and maintain coordination between State rail plan development and the overall statewide/nonmetropolitan transportation planning activities of a State, as well as the metropolitan transportation planning process administered by MPOs. MPOs are required to prepare public Participation Plans that document the full range of organizations involved in the metropolitan transportation planning process along with procedures for their involvement. With similar provisions for collaboratively developed and documented arrangements for stakeholder participation in the statewide/nonmetropolitan transportation planning process, rail operators, agencies, and authorities are encouraged to participate in the planning processes of States and metropolitan areas where they have an operational presence.

D. Coordination with Neighboring States

The railroad network and the flow of goods and passengers on trains routinely cross State boundaries, as well as international borders. Many intercity corridors serve multiple States, as well as Canadian provinces, and several metropolitan areas' existing or proposed commuter rail services straddle State boundaries. Therefore, it is necessary that SRPAs coordinate their planning efforts with neighboring States and countries, where applicable.¹³ Multi-state rail plans can serve as visioning and strategy documents for improved passenger and freight rail networks within multi-state megaregions.

FRA encourages all States to participate in the development of multi-state rail plans, as appropriate, in addition to the required State rail plan. However, it is also necessary to coordinate State rail planning among neighboring States for facilities and services that cross, or someday may cross, State boundaries. This need persists whether or not larger-scale regional multi-state planning processes have been established.

¹³ Where appropriate, States where a significant portion of passenger and freight rail travel has origins and/or destinations outside of the U.S., should describe how international travel markets are reflected in State rail plan development.

IV. Federal Involvement

PRIIA requires that the USDOT Secretary develop procedures for States to submit State rail plans for review, including a standardized format and data requirements. This requirement was delegated to FRA. FRA review of the initial State rail plan and subsequent updates ensures the State of continuous eligibility for rail capital assistance authorized under PRIIA. Before awarding capital grants under Sections 301, 302, and 501, FRA, on behalf of the DOT Secretary, must verify that candidate projects for funding are included in the State rail plan and that the State rail plan includes the minimum content required by PRIIA.

FRA's role in State rail planning includes four primary responsibilities:

- to establish minimum content requirements and a recommended format for the preparation, update, and submittal of State rail plans;
- to offer funding through cooperative grant agreements to States for the completion of State rail plans and other planning activities;
- to coordinate State rail plans with national and multi-state rail planning efforts;
- to provide technical assistance, guidance, analytic tools, and training to support preparation of State rail plans.

A. Minimum Content Requirements, Recommended Format, and Submittal Guidelines

Acting for the Secretary, FRA is establishing, through this guidance, the minimum content and standard format for preparation and periodic updates of State rail plans. This guidance also establishes the process for submitting a State rail plan for FRA review and acceptance. Additional information on these issues can be found in Sections V and VI.

B. FRA Cooperative Funding Agreements with States for State Rail Plan Development

Subject to availability of federally appropriated resources, FRA funds State rail plan development efforts through cooperative agreements. This enables FRA to work closely with States throughout the planning process – providing ongoing review and feedback to States, which may also enable FRA to shorten the amount of time required to review the final plan.

C. Coordination of State Rail Plans with Multi-State and National Rail Planning Efforts

PRIIA contains provisions for two other large-scale rail planning efforts led by FRA. First, Section 307 of PRIIA directed the Administrator of FRA to develop a long-range National Rail Plan consistent with both approved State rail plans and the rail needs of the Nation. FRA released a Preliminary National Rail Plan in October 2009 and a National Rail Plan Progress Report in September 2010. The findings and recommendations from State rail plans and multi-state

regional rail plans are furthering development of regional rail networks that cross State lines and will be used to inform continued national rail planning efforts.

The individual corridors comprising such networks should eventually be studied through a Passenger Rail Corridor Investment Plan (PRCIP). A PRCIP is comprised of a Tier 1 (i.e., Service-level) NEPA environmental document and a companion Service Development Plan (SDP). PRCIPs are used to determine alignments, service characteristics, and the improvements required to operate the proposed service, with consideration for the role the corridor plays in the current and planned regional network. The results of multi-state planning studies and SDPs should be considered in State rail plans and future updates. Likewise, it is envisioned that projects first identified in State rail plans should be adopted into multi-state and national plans as they are developed.¹⁴

D. FRA Technical Assistance

States are welcome to request technical assistance from FRA to support their work to prepare State rail plans. FRA is sponsoring training and technical assistance activities, and the development of technical analysis tools to support preparation of State rail plans. Informational resources will be made available by FRA on request.

¹⁴ To the extent possible, the State rail plan should reflect locally agreed upon approaches to multi-state coordination and decision-making, if available. Accordingly, States are encouraged to include discussions of the techniques and institutional frameworks for multi-state, mega-regional planning in a technical appendix to their State rail plans.

V. Standard Format and Data Requirements

In accordance with PRIIA, State rail plans must include a comprehensive description and assessment of a State's current rail system, an analysis of the role of rail transportation within the State's transportation system, and a vision of the future passenger and freight rail system in the State. The State rail plan should also describe how that vision is integrated into planning for the overall multimodal transportation system for the State. The State rail plan must include a Rail Service and Investment Program (RSIP) that provides guidelines and lists the rail investment needs to achieve the State's vision for the rail system in the short- and long-term.

PRIIA Section 303¹⁵ requires that State rail plans address twelve minimum content areas. These content areas are addressed in the standardized format and listed for reference in Appendix 1, along with a list of additional FRA-required data.

The following outline represents the required standard format for State rail plans:

Executive Summary

1. The Role of Rail in Statewide Transportation (Overview)
2. The State's Existing Rail System
 - 2.1. Description and Inventory
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Technical Appendix

Executive Summary

Objective: *A summary that highlights key facts and findings of the State rail plan, with an emphasis on the desired outcomes and program effects of the State's vision for rail and how that vision will be achieved through the projects, programs, and policies identified in the Rail Service and Investment Program.*

¹⁵ 49 U.S.C. § 22705

Chapter 1: The Role of Rail in Statewide Transportation (Overview)

Objective: *Illustrate the current and proposed future role of rail in the State’s multimodal transportation system. Describe how the State is organized to provide political, legal, and financial support to rail development.*

- 1.1. The State’s goals for the multimodal transportation system.
- 1.2. A conceptual analysis of rail transportation’s role within the State’s transportation system.¹⁶
- 1.3. A description of the institutional governance structure of the State rail program(s) including: SRTA, SRPAA, State and local agencies involved in delivering rail services, such as rail authorities, transit agencies and MPOs, and State authorizing (and limiting) laws and powers for planning, funding, and operating rail services; and a statement that the State is in compliance with the requirements of Section 22102 (which stipulates eligibility requirements for a long-established FRA rail freight grant assistance program pertaining to State planning and administration).¹⁷
- 1.4. A description of the State’s authority for grant, loan, and public/private partnership financing; how the State has used these authorities in the past; State revenue sources that are dedicated to rail funding (if any); and how much the State has provided in funding over the past five years.
- 1.5. A summary of the freight and passenger rail services, initiatives and plans, such as environmental reviews required by NEPA, and Service Development Plans (SDP), sponsored by State rail transportation authorities, regional planning agencies, regional transportation authorities, and municipalities within the State, or in the region in which the State is located, that have been considered while preparing the plan. A summary of services, initiatives, and plans of private sector railroads, as well as connections between rail services and other modes in the State transportation system, to the extent known to the State, are to be included here as well.¹⁸

¹⁶ 49 U.S.C. § 22705(a)(1)

¹⁷ 49 U.S.C. § 22705(a)(12)

¹⁸ 49 U.S.C. § 22705(a)(11)

Chapter 2: The State's Existing Rail System

Objective: *Provide an overview and inventory of the State's existing rail system as a baseline for planning and decision making, describe the trends that will impact the need for rail in the State, and identify the needs and opportunities for passenger and freight rail service in the State.*

2.1. The State's Existing Rail System: Description and Inventory

Describe the following in text, maps, tables, and graphics for the existing rail system:

- 2.1.1. The existing freight, intercity passenger, and commuter rail transportation system, services currently operating, operating objectives, and system performance, including: a review of all rail lines and corridors, existing and proposed for freight, commuter, and intercity passenger service, including high speed lines as well as railway assets currently out of service or rail banked. The ownership of, and operating rights over, each segment of the railroad network, whether private or public, is to be clearly identified.¹⁹
- 2.1.2. Major freight and passenger terminals and stations that serve as intermodal connections, including seaports and airports.²⁰
- 2.1.3. Objectives for the passenger rail services operating within the State, including minimum service levels by route, including service frequency, capacity, and projected ridership.²¹
- 2.1.4. A performance evaluation of intercity passenger services operating in the State (both interstate and intrastate services) according to metrics such as those established under PRIIA Section 207: FRA Metrics and Standards for Intercity Passenger Service. Only currently available data for PRIIA Section 207 analysis is requested. Identify possible improvements in existing services and a describe strategies to achieve those improvements).²²

¹⁹ 49 U.S.C. § 22705(a)(1) and (2)

²⁰ 49 U.S.C. § 22705(a)(8)

²¹ 49 U.S.C. § 22705(a)(3)

²² 49 U.S.C. § 22705(a)(10)

- 2.1.5. A statement on public financing for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, State taxation, and other financial policies relating to rail operations and infrastructure development. This section should also address existing challenges to State investment or involvement in rail transportation as posed by the State's constitution, laws, or regulations, or by implementation of current or proposed federal regulations.²³
- 2.1.6. Ongoing programs and projects intended to improve the safety and security of rail transportation, including all major projects funded under section 130 of Title 23.²⁴
- 2.1.7. A general analysis of rail transportation's economic and environmental impacts in the State including, but not limited to, congestion mitigation, safety impacts including the benefit of freight rail compared to freight on public highways, trade and economic development, air quality, land use, energy use, resiliency to climate change impacts, and community impacts.²⁵

2.2. The State's Existing Rail System: Trends and Forecasts

Describe trends and forecasts for demographic, economic and transportation demand growth in the State and for the likely demand for freight and passenger (intercity and commuter) rail service, including:

- 2.2.1. Demographic and Economic growth factors, including:
- Population.
 - Employment.
 - Personal income.
 - Industrial outlook by sector.
- 2.2.2. Freight demand and growth by type of service, e.g. intermodal, commodity, manifest.
- 2.2.3. Passenger travel demand and growth.

²³ 49 U.S.C. § 22705(a)(6)

²⁴ 49 U.S.C. § 22705(a)(9)

²⁵ 49 U.S.C. § 22705(a)(4)

2.2.4. Fuel cost trends.

2.2.5. Rail congestion trends.

2.2.6. Highway and airport congestion trends.

2.2.7. Land use trends.

2.3. The State's Existing Rail System: Rail Service Needs and Opportunities

Based on the findings above, summarize the key issues, service gaps, improvement needs (including connectivity to other modes), and financial deficits facing the State's rail system. Identify the opportunities to address those issues, gaps, needs, and deficits for freight, intercity, and commuter rail. The rationale and basis for the rail improvements proposed in Chapters 3 and 4 should be presented, included projected shifts in the nature and type of passenger and freight movement and emerging markets.

Chapter 3: Proposed Passenger Rail Improvements and Investments

Objective: *Describe the improvements and investments that could address the passenger rail needs of the State.*

For the intercity and commuter passenger opportunities described in Chapter 2, describe in summary terms - at minimum at a program level - all passenger rail proposals under consideration, including new services, station improvements, improved intermodal connections to other passenger modes, state of good repair projects, rolling stock improvements, opportunities for improved coordinated or integration with freight rail services, and unfunded concepts.²⁶ Identify projects such as service changes or physical improvements and whether they are improvements or new additions to the existing rail network in the State. Organized by corridor and type of service (i.e. intercity, commuter or both), describe how each proposal would address gaps in service, climate change adaptation, and financial deficits identified in Chapter 2, identify potential operating subsidies and sources, and reference relevant studies and reports.

²⁶ Because PRIIA requires information on "major passenger and freight intermodal connections and facilities", this guidance requests detailed information on major stations and all stations with rail-to-rail, rail-to-public transportation, and other significant intermodal transfer opportunities.

Chapter 4: Proposed Freight Rail Improvements and Investments

Objective: *Describe the improvements and investments that could address the freight rail needs of the State.*

For the freight opportunities described in Chapter 4, describe in summary terms all freight rail proposals under consideration, including intermodal connections and facilities. Identify projects as service changes or physical improvements and whether they are improvements or new additions to the existing rail network in the State. Organized by railroad company and corridor, describe how each proposal would address gaps in service, climate change adaptation, financial needs, and options for improvement identified in Chapter 2 and reference relevant studies and reports. Also, describe how investments in the freight rail network both leverage, and are leveraged by, investments to the highway and transit systems, as well as port and air facilities. This section also can complement the preceding section by identifying opportunities for improved coordination or integration with passenger rail services.

FRA understands that private railroads are under no obligation to provide information on their capital improvement plans, thus the information States are able to collect for Chapter 4 may be incomplete.

Chapter 5: The State's Rail Service and Investment Program

Objective: *Describe the State's long-term vision for rail service and its role in the statewide multimodal transportation system. Prioritize the specific projects, programs, policies, laws, and funding necessary to achieve that vision and describe their financial and physical impacts.*

The Rail Service and Investment Program (RSIP) is the key component of the State rail plan. Essentially, it is the project-focused "action plan" component of the State rail plan. It lays out the State's long-range, 20-year vision for the passenger and freight rail system in a coordinated and integrated way, describes how that vision will be implemented and integrated with other statewide and regional transportation plans, and identifies the highest priority needs for funding within the immediate, short-range (4-year) program period. The RSIP should identify improvements to achieve the vision, including an estimate of investment needs and benefits resulting from those investments.²⁷ The RSIP will also detail potential approaches to securing funding and programming the financing of improvements, as well as suggest policy and programmatic changes, such as refining existing rail programs and institutional responsibilities for coordinated rail service and infrastructure development for passenger and freight service.

²⁷ As described further below, the level of information required for projects in the short-range (4-year) program period is more detailed than that for projects in the long-range, 20-year vision.

As stated previously, States must closely coordinate State rail plan development with their statewide/nonmetropolitan and metropolitan planning processes, or, optimally, prepare the State rail plan as an element of the statewide/nonmetropolitan transportation planning process. For information and coordination purposes, States are encouraged to incorporate improvements identified in the RSIP into the statewide Long-Range Transportation Plan, the STIP, and, for improvements located in urbanized areas, the applicable Metropolitan Transportation Plans and TIPs. Some States use a longer horizon than 4 years for their short-term planning efforts or 20 years for their long-range plans. In such instances, a State rail plan could incorporate information consistent with longer cycle plans as long as the document contains a 4-year short-term and 20-year vision RSIP as described in this guidance.

The RSIP shall include the following sections:

5.1 Vision: Describe the State’s vision for rail transportation for the long-range, 20-year time horizon. States may also include an even longer-term vision, if desired. The vision should be based on input from all stakeholders, inform the State’s goals for a multimodal transportation system, and describe the intended role for rail in the State’s transportation system.

Goals and objectives that help the State achieve the vision should be identified. These goals and objectives will help prioritize the components of the RSIP that achieve the desired outcomes of the vision.

States should include a map depicting the proposed, long-term vision for a passenger rail network, including intercity and commuter corridors, as well as potential communities where intercity rail stations could be located. In addition, the statewide vision map should depict opportunities for improved or expanded freight rail service that relate to the goals and policies described in the plan.

5.2 Program Coordination: Describe how the State’s long-term vision integrates with other transportation planning efforts, including the State’s Long-Range Transportation Plan, national rail planning efforts and associated activities, the State rail plans of neighboring States and countries, if appropriate, and regional multi-state rail plans, as appropriate.

5.3 Rail Agencies: Describe any planned State rail agency organizational changes and proposed policy or legislative changes and new programs within the 4 and 20-year time horizons.

5.4 Program Effects: So as to prioritize individual projects or corridor programs, describe, with specific detail for projects in the short-range, 4-year program, and with the best

available information for projects in the long-range, 20-year vision, the effects of the passenger and freight rail elements on:

- 1) The State's transportation system.
- 2) Public and private benefits that exist and are anticipated with the 4 year phase and full 20-year plan and the correlation between public funding contributions and the expected public benefits.²⁸
- 3) Rail capacity and congestion by corridor.²⁹
- 4) Transportation system capacity, congestion, safety, and resiliency including the individual and combined effects on local transit, highway, aviation, and maritime modes.³⁰
- 5) Environmental, economic, and employment conditions³¹, including energy consumption and greenhouse gas emissions.
- 6) Distribution of benefits to regions (regional balance).³²

The program effects of the 4-year program phase of the plan should be described at a project level, while more aggregate, corridor level data can be used to describe the program effects of the long-range, 20-year vision.

5.5 Passenger Element:

5.5.1. Describe how passenger rail capital projects were analyzed for their effects on:

- Projected ridership, passenger miles traveled, modal diversion from highway and air travel, revenue, and operating expenses associated with existing, 4 and 20-year passenger rail services in aggregate and broken down by commuter, intercity and high-speed rail projects. The revenue assumptions section should include a short discussion substantiating the likely availability of the 4-year projected stream of revenues and the reasonableness of the 20-year forecast of revenue/cost alignment.³³

²⁸ 49 U.S.C. §§ 22705(b)(2)(A) and (B)

²⁹ 49 U.S.C. § 22705(b)(3)(B)

³⁰ 49 U.S.C. § 22705(b)(3)(C)

³¹ 49 U.S.C. §§ 22705(b)(3)(E) and (F)

³² 49 U.S.C. § 22705(b)(3)(D)

³³ 49 U.S.C. § 22705(b)(3)(G)

- Livability, including land use changes and improvements to walkability.³⁴

- 5.5.2. Capital Financing Plan: describe the 4 and 20-year financing plans for capital expenditures associated with the project lists including potential funding sources, capital costs required both initially and in subsequent years to maintain a state-of- good-repair and to recapitalize as necessary to sustain the initially proposed level of service or higher levels of service. Present the estimates for capital expenditures annually in year of expenditure cost. Specify the strategy for using grants, loans, private activity bonds (PABs), public-private partnerships (P3s), or other finance mechanisms for each project. Definitive financial data should be provided on a year-by-year basis for projects listed in the first 4 years of the State rail plan. Projects in the outer years of the long-range, 20-year plan may include prospective financial data in an aggregated, more general format.
- 5.5.3. Operating Financing Plan: Describe the 4 and 20-year financing plans for supporting operating costs associated with the State’s publicly-financed passenger rail services, including funding sources.
- 5.5.4. Describe the public and private economic benefits that exist and are anticipated with the 4 and 20-year plans and the correlation between public funding contributions and the expected public benefits.³⁵

5.6 Freight Element

- 5.6.1. Financing Plan: describe the 4 and 20-year capital financing plans for public and private investments in freight rail (Class I, II and III) capital expenses associated with the project lists in section 7.8 exclusive of operating and maintenance costs. If there are publicly-financed freight rail services in the State, an operating financing plan for any operating deficits (with funding sources) should be included and public capital contributions estimated annually in year of expenditure cost. Specify the strategy for using grants, loans, PABs, P3s, or other finance mechanisms for each project.

³⁴ See FRA’s Station Area Planning Guidance for further information on the topics of livability, land use, and walkability.

³⁵ 49 U.S.C. § 22705(b)(2)(B)

It is understood that much of this information for freight rail lines is private and proprietary and will be shared voluntarily for use by States in preparing State rail plans only to the extent acceptable to public and private interests. However, this information is required for those freight projects for which public funding is envisioned.

- 5.6.2. Describe the public and private economic effects that exist and are anticipated with the 4 and 20-year plans and the correlation between public funding contributions and the expected public benefits.³⁶

5.7 Rail Studies and Reports: Describe existing and needed planning studies to: develop corridor service plans for passenger rail (including high speed rail);³⁷ develop coordinated regional or multi-state rail policies and plans; evaluate freight operations and policies; address economic, environmental, or safety topics; or address other rail and rail-related transportation system topics. List all planned studies for the next 4 years, organized by rail corridor, and provide the following information for each study:

- 1) Title.
- 2) Short description of study.
- 3) Estimated total cost by year in current year dollars and source of funding.
- 4) Estimated completion date (year and quarter).

5.8 Passenger and Freight Rail Capital Program: List all selected projects organized by rail corridor for the short-range, 4-year program and provide another list for projects in the long-range, 20-year vision that present the following information by project:

- 1) Title.
- 2) Short project description, including the need it addresses.
- 3) Estimated total capital cost, by year, in year of expenditure dollars.
- 4) Non-public involvement and identify sources of funds.
- 5) Non-Federal public cost and identify sources of funds.
- 6) Federal cost.
- 7) Estimated impact, by year, on operating subsidy requirements for the affected service(s).

³⁶ 49 U.S.C. § 22705(b)(2)(B)

³⁷ 49 U.S.C. § 22705(a)(11)

Note: FRA recognizes that specific dollar estimates for individual projects in the long-range, 20-year vision portion of the RSIP are not likely to be available, in which case rough estimates may be used. States should identify the potential public and private benefits of RSIP projects as early as possible.

Chapter 6: Coordination and Review

Objective: *Indicate how stakeholders were involved in the development and coordination of the RSIP component of the State rail plan.*

- 6.1. Describe the approach to public and agency participation in the development of the State rail plan including public noticing, opportunities for public and agency participation, and how comments were accepted.
- 6.2. Where applicable, describe how the State rail plan was coordinated with neighboring States with respect to facilities and services that cross State boundaries.
- 6.3. Address how the public, rail carriers, commuter and transit authorities operating in, or affected by rail operations within the State, units of local government, and other interested parties were involved in the preparation and review of the State Rail Plan.³⁸
- 6.4. In general, describe issues raised during the preparation of the State rail plan and how they were addressed.³⁹
- 6.5. Describe how recommendations made by participants such as railroads, agencies, authorities, and municipalities within the State, or in the region in which the State is located, were appropriately considered and presented in the State rail plan.⁴⁰
- 6.6. Describe how the State coordinates State rail planning with other transportation planning programs and activities of the State and metropolitan areas, including those conducted under Sections 134 and 135 of Title 23 and Sections 5303 and 5304 of Title 49.

³⁸ 49 U.S.C. § 22705(a)(7)

³⁹ Id.

⁴⁰ Id.

Technical Appendix: Documentation of Technical Assumptions and Procedural Steps

Documentation of key policy assumptions and planning methodologies underlying the planning studies supporting preparation of the State rail plan should be provided in a Technical Appendix to the State rail plan. This is important to substantiate and establish the credibility of the planning studies supporting the State rail plan.

VI. Preparation and Revision of State Rail Plans

State rail plans completed before publication of this guidance that substantially meet the requirements of PRIIA, as determined by FRA, will be accepted as satisfying the State rail plan requirement for capital grants under Sections 301, 302, and 501 of PRIIA. Because State rail plans must be updated at least every five years and State update cycles vary, there is no set schedule when States will submit rail plans to FRA for review and acceptance.

Further, State rail plans that are the product of planning efforts underway prior to issuance of this final guidance, and that substantially meet the requirements of PRIIA, will also be deemed by FRA to satisfy the State rail plan requirement for States seeking capital grants under Sections 301, 302, and 501 of PRIIA. A State rail plan effort that has reached the “notice-to-proceed” (NTP) stage between a State Rail Transportation Authority and a consultant will be considered “underway”.

A. Coordination with FRA

FRA’s aim is to provide technical assistance and work with States throughout the State rail plan development and review process. State rail plans that are created through cooperative grant agreements with the FRA are developed with ongoing technical guidance from FRA staff. This allows States to receive comments from the FRA at critical points in the plan development process. States are encouraged to submit State rail plans in preliminary draft form to FRA for review and comment before officially submitting the approved State rail plan. FRA encourages this practice in order to streamline the State rail plan review process and support delivery of State rail plans of the highest quality.

B. State Approval

In the final stages of preparing a rail plan, the SRPAA must approve a final draft State rail plan for submission to FRA. If the plan does not meet the minimum requirements, FRA will send a letter to the State describing the deficiencies. In order to become eligible for grants available under the Act, the State must make the necessary revisions, approve and resubmit a revised final draft State rail plan that addresses the deficiencies noted by FRA. Upon confirmation from FRA that the minimum requirements have been met, the SRPAA may finalize the rail plan and notify FRA.

C. Submission to FRA

When a final draft State rail plan has been approved by the designated SRPAA, one electronic and one printed copy shall be submitted for review to FRA. Electronic and hard copies should be sent to the appropriate FRA Regional Manager. A list of the Regional Managers and their

contact information is available at <http://www.fra.dot.gov/>. FRA, acting for the Secretary, will confirm that the State rail plan meets the minimum requirements established in the Act and described in this guidance.

D. FRA Review

FRA will notify a State once it has received its State rail plan. Following notification, FRA will review the plan to ensure that it is responsive to the minimum requirements. FRA will inform the State within 90 days following notification if its plan meets the minimum requirements or if there are deficiencies.

Once FRA determines that the State rail plan meets all minimum requirements, the agency will inform the State by issuing a letter from the Federal Railroad Administrator or his designee. The letter may contain recommendations that could be addressed in the next version of the State rail plan. This letter can be included in the final State rail plan document to indicate the document has been reviewed by FRA for legal compliance.

Similarly, States submitting State rail plans for FRA review that do not meet the minimum requirements will receive a letter describing any deficiencies.

E. State Rail Plan Updates

PRIIA requires that States revise and resubmit to USDOT a State-approved plan no less frequently than once every 5 years. However, this 5-year update cycle should be viewed only as a minimum requirement. States are strongly encouraged to prepare State rail plans as elements of, and on the same schedule as, development of statewide Long-Range Transportation Plans and/or Statewide Transportation Improvement Programs, or more frequently if they wish. When preparing updated plans States should consider:

- A response to FRA recommendations on previously submitted updates, revisions, amendments, or the original State Rail Plan.
- An update of information in the previous plan, which is no longer accurate as a result of plan implementation, action by a government entity or railroad, or changed conditions.
- Updates to rail system maps and rail line descriptions that should include the operating carrier and the location of the freight, commuter, and intercity passenger routes.

States optionally may update their State rail plans more frequently - at any time when new or changed information is of sufficient scope as to warrant such action by the State. Situations that the State may consider warranting a plan update could be the availability of new sources of funding, significantly changed development assumptions and forecasts, and new or changed passenger or freight rail needs not envisioned in the current plan. FRA will follow the same

process of review, comment, and acceptance of State rail plans regardless of the frequency of updates.

Appendix 1: Additional Data Requirements with Corresponding Element in Standardized Format

Element	Required Data	Suggested Data Sources/Notes
1.2	<ul style="list-style-type: none"> Describe the percentage of freight tonnage and value of goods shipped over 500 miles within, to, or from the State by rail. Freight rail tonnage by major commodity that is originated, terminated, originated & terminated within the State, or overhead (passed-through). Intercity passenger rail mode share of intercity trips if mode share data or statewide travel data to infer mode share is available. Commuter rail mode share in metropolitan areas that have such service. Optionally, States can choose to describe the population with access to passenger rail service. FRA's preferred methodology to determine this population is to determine population of Census tracts within a 10- and 30-mile radius of rail stations. (FRA encourages States to investigate other measures of accessibility, including the population within a 30-minute drive of a rail station and the population within a 30-minute transit ride of a rail station). Optionally, present the accessibility factor above in terms of service frequency. For example, calculate the population within 10 and 30 miles of stations with trains departing in each direction less than once per day, at least once per day, at least twice per day, at least four times per day, and at least 10 times per day. Optionally, FRA encourages States to experiment with creative ways to assess station accessibility for transit and non-motorized modes of transportation, such as by reporting "Walk Score" and "Bike Score" factors for station locations or the capacity and frequency of transit services at a station. 	Waybill sample; Freight Analysis Framework; Commodity flow survey tables.
2.1.1	<p>Inventory and map all rail lines (operating and inactive) with description by line of:</p> <ul style="list-style-type: none"> Surface Transportation Board railroad classification of owner railroad. Signal type data (e.g. TWC, DTC, ABS, CTC, ATS, ATC, PTC, etc.). Significant clearance and weight restrictions. Rail line route mileage categorized by number of main tracks and track classification. Rail-banked lines that may be considered for service reintroduction. Passenger services including passengers per route and station, trains per day, train miles and passenger miles). Locations of intermodal connections for both passenger and freight services, including type of mode(s) available for connections. 	<p>FRA Bridge Inspections;</p> <p>FHWA Freight Analysis Framework (FAF); National Transportation Atlas Database (NTAD)</p> <p>(Note: Portions of the NTAD may be incomplete. States</p>

	<ul style="list-style-type: none"> • Strategic Rail Corridor Network (STRACNET) facilities. <p>Additional performance measures could include:</p> <ul style="list-style-type: none"> • Safety– number of at-grade crossings and those on hazmat routes. • Financial/Economic – public sector operating costs, real estate and other taxes paid, jobs, economic development impacts. 	should verify the data with the railroad operators.)
2.1.2	<p>Inventory of intercity and commuter passenger stations including:</p> <ul style="list-style-type: none"> • Service frequency for each station, by type of service and route. • Station location type (i.e., urban, suburban, rural/small community, park & ride, airport). • Local transit and intercity bus connections, parking availability, and assessment of non-motorized transportation access including bicycle parking facilities. <p>Inventory of freight terminals including freight intermodal transfer facilities, seaports, Marine Highway routes, and their rail capacity, including:</p> <ul style="list-style-type: none"> • Capacity of freight terminal by commodity type (bulk material, containers, autos, etc.). • Current operational level of the freight terminals in similar terms. 	
2.1.3	<p>Minimum passenger service objectives by corridor in terms of:</p> <ul style="list-style-type: none"> • Service frequency and train miles. • Capacity (Seat Miles). • On-time performance (OTP). 	
2.1.4	<ul style="list-style-type: none"> • On-time performance (OTP), delays and causes of delay by route. • Ridership and passenger-miles by route and by station for each of the previous 5 years. Data from earlier years may be used if available to show longer ridership trends. • Passenger train-miles operated (a general estimate is acceptable). • Passenger-miles/Train-mile (on a route and intrastate basis for state-supported services and on a route basis for long-distance services). • Operating and maintenance costs for state-supported services. • Farebox recovery ratio for existing state-supported services. • State operating assistance for existing state-supported services. • Operating subsidy/rider for commuter rail at the route and system-wide level. 	Much of this information is available in Amtrak's "State Fact Sheets" and Amtrak monthly/annual reports.
2.1.5	A comprehensive public funding list to include public capital and operating funding resources, public subsidies, State revenue, and other financial policies relating to rail infrastructure development, including a discussion of the reasonableness of the revenue assumptions.	

2.1.7	<ul style="list-style-type: none"> • Amtrak's salary and expenditures per State. • Metropolitan and statewide/non-metropolitan transportation plans and transportation improvement programs. • Provide a summary level discussion of local land use and transportation plans - especially Station Area Plans - for cities and regions with existing and proposed passenger rail service, especially for projects that have advanced to environmental analysis. • Analysis of potential land use policies and strategies for areas near stations. • Vehicle Miles of Travel avoided. • Greenhouse Gases Reduced. 	<p>Amtrak salary and expenditure data is available in Amtrak's "State Fact Sheets";</p> <p>FRA's "Station Area Planning Guidance"</p>
2.2.1	<ul style="list-style-type: none"> • Current statewide population and employment with growth projections for the 20-year horizon. 	
2.2.2	<ul style="list-style-type: none"> • Gross State Product by industry sector. • Freight tonnage by mode and commodity. 	
2.2.3	<ul style="list-style-type: none"> • Projected Vehicle Miles Traveled and Passenger Miles Traveled growth for statewide intercity travel. • Passenger demand by intrastate and regional interstate city pairs from statewide transportation demand models, if available. 	Statewide travel demand model or independent modeling.
5.1	Provide a map showing the proposed vision for a passenger rail route network, including intercity and commuter corridors as well as potential communities where intercity stations could be located, and opportunities for improved or expanded freight rail service.	
5.4	To assess costs and benefits consider traditional costs (e.g. capital, credit for residual value, operations and maintenance) with traditional benefits (e.g. revenue, travel time savings, safety improvements, congestion reduction), and wider economic benefits (e.g. commuter/freight capacity improvements, state of good repair, productivity improvement) of providing rail service in a given corridor or network.	

Appendix 2: State Rail Plan Content Requirements

These are the requirements of 49 U.S.C. Section 22705:

- (a) In General.—Each State rail plan shall, at minimum, contain the following:
- (1) An inventory of the existing overall rail transportation system and rail services and facilities within the State and an analysis of the role of rail transportation within the State’s surface transportation system.
 - (2) A review of all rail lines within the State, including all freight rail lines, intercity passenger rail lines, commuter rail lines, and proposed high-speed rail corridors and significant rail line segments not currently in service.
 - i. Contain an illustration of the State’s entire rail system to include: (1) the operating carrier or carriers, (2) location of freight, intercity passenger, high- speed, and commuter rail service, and (3) rail rights-of-way that have been preserved for potential reactivation;
 - ii. Contain most recent available data on freight rail tonnage originated and terminated within the State by major commodity;
 - iii. Contain information on the use of passenger and freight rail facilities.
 - (3) A Statement of the State’s passenger rail service objectives, including minimum service levels, for rail transportation routes.
 - (4) A general analysis of rail’s transportation, economic, and environmental impacts in the State, including congestion mitigation, trade and economic development, air quality, land use, energy-use, and community impacts.
 - (5) A long-range rail investment program for current and future freight and passenger infrastructure in the State that meets the requirements of subsection (b) [of this section – “Long-Range Service and Investment Program”].
 - (6) A statement of public financing issues for rail projects and service in the State, including a list of current and prospective public capital and operating funding resources, public subsidies, State taxation, and other financial policies relating to rail infrastructure development.
 - (7) An identification of rail infrastructure issues within the State that reflects consultation with all relevant stakeholders.
 - (8) A review of the major passenger and freight intermodal connections and facilities within the State, including seaports and Marine Highway routes, and prioritized options to maximize service integration and efficiency between rail and other modes of transportation within the State.
 - (9) A review of publicly funded projects within the State to improve rail transportation safety and security, including all major projects funded under section 130 of title 23.

- (10) A performance evaluation of passenger rail services operating in the State, including possible improvements in those services and a description of strategies to achieve those improvements.
- (11) A compilation of studies and reports on high-speed rail corridor development within the State not included in a previous plan under this subchapter, and a plan for funding any recommended development of such corridors in the State.
- (12) A statement that the State is in compliance with Title 49 United States Code Section 22102 as follows:

“A State is eligible to receive financial assistance under this chapter only when the State complies with regulations the Secretary of Transportation prescribes under this chapter and the Secretary decides that:

(1) the State has an adequate plan for rail transportation in the State and a suitable process for updating, revising, and modifying the plan;

(2) the State plan is administered or coordinated by a designated State authority and provides for a fair distribution of resources;

(3) the State authority –

a. is authorized to develop, promote, supervise, and support safe, adequate, and efficient rail transportation;

b. employs or will employ sufficient qualified and trained personnel;

c. maintains or will maintain adequate programs of investigation, research, promotion, and development with opportunity for public participation; and

d. is designated and directed to take all practicable steps (by itself or with other State authorities) to improve rail transportation safety and reduce energy use and pollution related to transportation.

(4) the State has ensured that it maintains or will maintain adequate procedures for financial control, accounting, and performance evaluation for the proper use of assistance provided by the United States Government.”

As a minimum requirement noted in subsection (a)(5) for:

(b) Long-Range Service and Investment Program

- (1) Program content. A long-range rail investment program included in (a)(5) above shall, at minimum include the following matters:

“(A) A list of any rail capital projects expected to be undertaken and supported in whole or in part by the State.

“(B) A detailed funding plan for those projects.

- (2) Project List Content. The list of rail capital projects shall contain--

“(A) A description of the anticipated public and private benefits of each such project; and

“(B) A statement of the correlation between –

“(i) public funding contributions for the projects; and

“(ii) public benefits.

- (3) Considerations for Project List.—In preparing the list of freight and intercity passenger rail capital projects, a State rail transportation authority should take into consideration the following matters:

“(A) Contributions made by non-Federal and non-State sources through user fees, matching funds, or other private capital involvement.

“(B) Rail capacity and congestion effects.

“(C) Effects on highway, aviation, and maritime capacity, congestion, or safety.

“(D) Regional balance.

“(E) Environmental impact.

“(F) Economic and employment impacts.

“(G) Projected ridership and other service measures for passenger rail projects.

Appendix 3: PRIIA Capital Grant Programs

PRIIA authorized three new capital grant programs to fund the development of high-speed and intercity passenger rail:

- High Speed Rail Corridor Development (Section 501 of PRIIA, Public Law 110-432, Division B, codified at 49 U.S.C. 26101 et seq.)
- Intercity Passenger Rail Service Corridor Capital Assistance (Section 301 of PRIIA, codified at 49 U.S.C. Chapter 244)
- Congestion Grants (Section 302 of PRIIA, codified at 49 U.S.C 24105)

Each of these sections includes distinct eligibility criteria and other provisions, but the three programs are closely related and address several overlapping activities. To streamline administration of these provisions, FRA consolidated the three grant fund authorizations into a single program, the High-Speed Intercity Passenger Rail (HSIPR) program, as described further in the April 2009 *Vision for High-Speed Rail in America* and the June 2009 notice of funding availability.

Projects and programs eligible for HSIPR program capital grants and general project selection criteria are summarized below:

- *High Speed Rail Corridor Development and Capital Assistance for Intercity Passenger Rail Service* grants (Sections 501 and 301) can be used for acquiring, constructing, improving, or inspecting equipment, track, track structures, or facilities for the primary benefit of high-speed or intercity passenger rail service; expenses incidental to the acquisition or construction (including designing, engineering, locating, surveying, mapping, environmental studies, and acquiring rights-of-way); payments for the capital portions of rail trackage rights agreements; highway rail grade crossing improvements related to high speed or intercity passenger rail service; expenses for mitigating environmental impacts; communications and signalization improvements; relocation assistance; acquiring replacement housing sites; and acquiring, constructing, relocating, and rehabilitating replacement housing.
 - *High-Speed Rail Corridor Development Grants* can be used to fund capital projects listed above on eligible corridors including the ten high-speed rail corridors previously designated by the Secretary of Transportation.
 - *Capital Assistance for Intercity Passenger Rail Service* grants can also be used for rehabilitating, remanufacturing or overhauling rail rolling stock and facilities used primarily in intercity passenger rail; to cover the costs associated with

developing State rail plans; and the first-dollar liability costs for insurance related to the provision of intercity rail.

- *Congestion Capital Grants* (Section 302) can be used for facilities, infrastructure, and equipment for high priority rail corridor projects necessary to reduce congestion or facilitate ridership growth in intercity passenger rail transportation. Eligible projects would be those identified by Amtrak to reduce congestion or facilitate ridership growth in heavily traveled rail corridors, those identified by the Surface Transportation Board (STB) to improve on-time performance and reliability, and those designated by USDOT as meeting the purpose of the program and being sufficiently advanced so as to be ready for implementation.

The American Recovery and Reinvestment Act (Public Law 111-5) and the Consolidated Appropriations Act, 2010 (Public Law 111-117) provided the first substantial appropriations for the HSIPR program. However, these appropriation bills waived the PRIIA requirement that proposed projects must be included in a State rail plan to be eligible for federal funding. In the notice of funding availability, FRA provided detailed grant application instructions and project selection criteria that could be used as interim guidance for States in developing intercity passenger rail plans.⁴¹

⁴¹ Federal Register/Vol 74, No. 119/Tuesday, June 23, 2009/Notices at http://www.fra.dot.gov/downloads/rrdev/fr_hsipr_guidance.pdf

Appendix 1.2

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **AB-32** created the Cap-and-Trade program and requires that California's GHG emissions be reduced to 1990 levels by the year 2020. Executive Order B-30-15 (2015) establishes a California GHG reduction target of 40 percent below 1990 levels by 2030 and reaffirms the long-term target of reducing GHGs to 80 percent below 1990 levels by 2050.
- **SB-375** the "Sustainable Communities and Climate Protection Act of 2008," promotes integrated transportation and land use planning at the regional level to reduce GHG emissions from passenger vehicle travel, and helps California meet AB 32 goals. SB 375 requires the California Air Resources Board to develop regional GHG emissions reduction targets for passenger vehicle travel, setting benchmarks in 2020 and 2035 for each of the State's 18 Metropolitan Planning Organizations.
- **AB-1482** directs ongoing updates to the State's climate adaptation strategy and identifies priority actions needed to reduce climate risks.
- **SB-1**, the road repair and accountability act of 2017, is the first legislation in more than 20 years to significantly increase state transportation funding with dedicated funding directed to rail and transit.
- **AB-1358** requires cities and counties to include complete streets policies in their general plans.
- **E.O. B-32-15** directs State agencies to improve freight efficiency, transition to zero-emission technologies, and identify State policies, programs, and investments to achieve these goals while increasing the competitiveness of California's freight system.
- **SB-743** created a process to change the way transportation impacts are analyzed and mitigated to focus on reducing VMT instead of automobile LOS.
- **SB-535** established environmental justice goals and requirements for the Cap-and Trade program. The law addresses concerns that actions taken to achieve the goals laid out by AB 32 must not disproportionately affect low-income and disadvantaged communities.
- **Climate Action Plan for Transportation Infrastructure (CAPTI)** details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals.
- **The Smart Mobility Framework** is a planning framework that helps guide and assess how well plans, programs, and projects meet a definition of "smart mobility" and further integrates these smart mobility concepts into transportation planning in California.
- **E.O. N-19-19** requires the State Transportation Agency will leverage \$5 billion in annual state transportation spending to 1) align the state's climate goals with the state's

transportation spending; 2) Reduce driving by strengthening the connection between jobs, housing, and transportation. 3) Reduce congestion by investing in innovative strategies that encourage people to shift from cars to other modes of transportation; 4) Invest in transportation options that improve Californians' health such as walking, bicycling, and other active modes; and 5) Mitigate costs for lower-income Californians.

- **E.O. N-79-20** calls for elimination of new internal combustion passenger vehicles by 2035. It establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045 and furthers the impetus for the providers of charging and refueling infrastructure, electric utilities, and others to plan for and support the increasing consumer demand for these vehicles.

Sources

Notes

Appendix 1.2.1

Final State Policy Guidance

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Sources

Notes

[Home](#)[Bill Information](#)[California Law](#)[Publications](#)[Other Resources](#)[My Subscriptions](#)[My Favorites](#)**AB-32 Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006.** (2005-2006)

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**Assembly Bill No. 32****CHAPTER 488**

An act to add Division 25.5 (commencing with Section 38500) to the Health and Safety Code, relating to air pollution.

[Approved by Governor September 27, 2006. Filed with Secretary of State September 27, 2006.]

LEGISLATIVE COUNSEL'S DIGEST

AB 32, Nunez. Air pollution: greenhouse gases: California Global Warming Solutions Act of 2006.

Under existing law, the State Air Resources Board (state board), the State Energy Resources Conservation and Development Commission (Energy Commission), and the California Climate Action Registry all have responsibilities with respect to the control of emissions of greenhouse gases, as defined, and the Secretary for Environmental Protection is required to coordinate emission reductions of greenhouse gases and climate change activity in state government.

This bill would require the state board to adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program, as specified. The bill would require the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions levels in 1990 to be achieved by 2020, as specified. The bill would require the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions, as specified. The bill would authorize the state board to adopt market-based compliance mechanisms, as defined, meeting specified requirements. The bill would require the state board to monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board, pursuant to specified provisions of existing law. The bill would authorize the state board to adopt a schedule of fees to be paid by regulated sources of greenhouse gas emissions, as specified.

Because the bill would require the state board to establish emissions limits and other requirements, the violation of which would be a crime, this bill would create a state-mandated local program.

The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. Division 25.5 (commencing with Section 38500) is added to the Health and Safety Code, to read:

DIVISION 25.5. CALIFORNIA GLOBAL WARMING SOLUTIONS ACT OF 2006

PART 1. GENERAL PROVISIONS

CHAPTER 1. Title of Division

38500. This division shall be known, and may be cited, as the California Global Warming Solutions Act of 2006.

CHAPTER 2. Findings and Declarations

38501. The Legislature finds and declares all of the following:

(a) Global warming poses a serious threat to the economic well-being, public health, natural resources, and the environment of California. The potential adverse impacts of global warming include the exacerbation of air quality problems, a reduction in the quality and supply of water to the state from the Sierra snowpack, a rise in sea levels resulting in the displacement of thousands of coastal businesses and residences, damage to marine ecosystems and the natural environment, and an increase in the incidences of infectious diseases, asthma, and other human health-related problems.

(b) Global warming will have detrimental effects on some of California's largest industries, including agriculture, wine, tourism, skiing, recreational and commercial fishing, and forestry. It will also increase the strain on electricity supplies necessary to meet the demand for summer air-conditioning in the hottest parts of the state.

(c) California has long been a national and international leader on energy conservation and environmental stewardship efforts, including the areas of air quality protections, energy efficiency requirements, renewable energy standards, natural resource conservation, and greenhouse gas emission standards for passenger vehicles. The program established by this division will continue this tradition of environmental leadership by placing California at the forefront of national and international efforts to reduce emissions of greenhouse gases.

(d) National and international actions are necessary to fully address the issue of global warming. However, action taken by California to reduce emissions of greenhouse gases will have far-reaching effects by encouraging other states, the federal government, and other countries to act.

(e) By exercising a global leadership role, California will also position its economy, technology centers, financial institutions, and businesses to benefit from national and international efforts to reduce emissions of greenhouse gases. More importantly, investing in the development of innovative and pioneering technologies will assist California in achieving the 2020 statewide limit on emissions of greenhouse gases established by this division and will provide an opportunity for the state to take a global economic and technological leadership role in reducing emissions of greenhouse gases.

(f) It is the intent of the Legislature that the State Air Resources Board coordinate with state agencies, as well as consult with the environmental justice community, industry sectors, business groups, academic institutions, environmental organizations, and other stakeholders in implementing this division.

(g) It is the intent of the Legislature that the State Air Resources Board consult with the Public Utilities Commission in the development of emissions reduction measures, including limits on emissions of greenhouse gases applied to electricity and natural gas providers regulated by the Public Utilities Commission in order to ensure that electricity and natural gas providers are not required to meet duplicative or inconsistent regulatory requirements.

(h) It is the intent of the Legislature that the State Air Resources Board design emissions reduction measures to meet the statewide emissions limits for greenhouse gases established pursuant to this division in a manner that minimizes costs and maximizes benefits for California's economy, improves and modernizes California's energy infrastructure and maintains electric system reliability, maximizes additional environmental and economic co-benefits for California, and complements the state's efforts to improve air quality.

(i) It is the intent of the Legislature that the Climate Action Team established by the Governor to coordinate the efforts set forth under Executive Order S-3-05 continue its role in coordinating overall climate policy.

CHAPTER 3. Definitions

38505. For the purposes of this division, the following terms have the following meanings:

(a) "Allowance" means an authorization to emit, during a specified year, up to one ton of carbon dioxide equivalent.

(b) "Alternative compliance mechanism" means an action undertaken by a greenhouse gas emission source that achieves the equivalent reduction of greenhouse gas emissions over the same time period as a direct emission reduction, and that is approved by the state board. "Alternative compliance mechanism" includes, but is not limited to, a flexible compliance schedule, alternative control technology, a process change, or a product substitution.

(c) "Carbon dioxide equivalent" means the amount of carbon dioxide by weight that would produce the same global warming impact as a given weight of another greenhouse gas, based on the best available science, including from the Intergovernmental Panel on Climate Change.

(d) "Cost-effective" or "cost-effectiveness" means the cost per unit of reduced emissions of greenhouse gases adjusted for its global warming potential.

(e) "Direct emission reduction" means a greenhouse gas emission reduction action made by a greenhouse gas emission source at that source.

(f) "Emissions reduction measure" means programs, measures, standards, and alternative compliance mechanisms authorized pursuant to this division, applicable to sources or categories of sources, that are designed to reduce emissions of greenhouse gases.

(g) "Greenhouse gas" or "greenhouse gases" includes all of the following gases: carbon dioxide, methane, nitrous oxide, hydrofluorocarbons, perfluorocarbons, and sulfur hexafluoride.

(h) "Greenhouse gas emissions limit" means an authorization, during a specified year, to emit up to a level of greenhouse gases specified by the state board, expressed in tons of carbon dioxide equivalents.

(i) "Greenhouse gas emission source" or "source" means any source, or category of sources, of greenhouse gas emissions whose emissions are at a level of significance, as determined by the state board, that its participation in the program established under this division will enable the state board to effectively reduce greenhouse gas emissions and monitor compliance with the statewide greenhouse gas emissions limit.

(j) "Leakage" means a reduction in emissions of greenhouse gases within the state that is offset by an increase in emissions of greenhouse gases outside the state.

(k) "Market-based compliance mechanism" means either of the following:

(1) A system of market-based declining annual aggregate emissions limitations for sources or categories of sources that emit greenhouse gases.

(2) Greenhouse gas emissions exchanges, banking, credits, and other transactions, governed by rules and protocols established by the state board, that result in the same greenhouse gas emission reduction, over the same time period, as direct compliance with a greenhouse gas emission limit or emission reduction measure adopted by the state board pursuant to this division.

(l) "State board" means the State Air Resources Board.

(m) "Statewide greenhouse gas emissions" means the total annual emissions of greenhouse gases in the state, including all emissions of greenhouse gases from the generation of electricity delivered to and consumed in California, accounting for transmission and distribution line losses, whether the electricity is generated in state or imported. Statewide emissions shall be expressed in tons of carbon dioxide equivalents.

(n) "Statewide greenhouse gas emissions limit" or "statewide emissions limit" means the maximum allowable level of statewide greenhouse gas emissions in 2020, as determined by the state board pursuant to Part 3 (commencing with Section 38850).

CHAPTER 4. Role of State Board

38510. The State Air Resources Board is the state agency charged with monitoring and regulating sources of emissions of greenhouse gases that cause global warming in order to reduce emissions of greenhouse gases.

PART 2. MANDATORY GREENHOUSE GAS EMISSIONS REPORTING

38530. (a) On or before January 1, 2008, the state board shall adopt regulations to require the reporting and verification of statewide greenhouse gas emissions and to monitor and enforce compliance with this program.

(b) The regulations shall do all of the following:

(1) Require the monitoring and annual reporting of greenhouse gas emissions from greenhouse gas emission sources beginning with the sources or categories of sources that contribute the most to statewide emissions.

(2) Account for greenhouse gas emissions from all electricity consumed in the state, including transmission and distribution line losses from electricity generated within the state or imported from outside the state. This requirement applies to all retail sellers of electricity, including load-serving entities as defined in subdivision (j) of Section 380 of the Public Utilities Code and local publicly owned electric utilities as defined in Section 9604 of the Public Utilities Code.

(3) Where appropriate and to the maximum extent feasible, incorporate the standards and protocols developed by the California Climate Action Registry, established pursuant to Chapter 6 (commencing with Section 42800) of Part 4 of Division 26. Entities that voluntarily participated in the California Climate Action Registry prior to December 31, 2006, and have developed a greenhouse gas emission reporting program, shall not be required to significantly alter their reporting or verification program except as necessary to ensure that reporting is complete and verifiable for the purposes of compliance with this division as determined by the state board.

(4) Ensure rigorous and consistent accounting of emissions, and provide reporting tools and formats to ensure collection of necessary data.

(5) Ensure that greenhouse gas emission sources maintain comprehensive records of all reported greenhouse gas emissions.

(c) The state board shall do both of the following:

(1) Periodically review and update its emission reporting requirements, as necessary.

(2) Review existing and proposed international, federal, and state greenhouse gas emission reporting programs and make reasonable efforts to promote consistency among the programs established pursuant to this part and other programs, and to streamline reporting requirements on greenhouse gas emission sources.

PART 3. STATEWIDE GREENHOUSE GAS EMISSIONS LIMIT

38550. By January 1, 2008, the state board shall, after one or more public workshops, with public notice, and an opportunity for all interested parties to comment, determine what the statewide greenhouse gas emissions level was in 1990, and approve in a public hearing, a statewide greenhouse gas emissions limit that is equivalent to that level, to be achieved by 2020. In order to ensure the most accurate determination feasible, the state board shall evaluate the best available scientific, technological, and economic information on greenhouse gas emissions to determine the 1990 level of greenhouse gas emissions.

38551. (a) The statewide greenhouse gas emissions limit shall remain in effect unless otherwise amended or repealed.

(b) It is the intent of the Legislature that the statewide greenhouse gas emissions limit continue in existence and be used to maintain and continue reductions in emissions of greenhouse gases beyond 2020.

(c) The state board shall make recommendations to the Governor and the Legislature on how to continue reductions of greenhouse gas emissions beyond 2020.

PART 4. GREENHOUSE GAS EMISSIONS REDUCTIONS

38560. The state board shall adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions from sources or categories of sources, subject to the criteria and schedules set forth in this part.

38560.5. (a) On or before June 30, 2007, the state board shall publish and make available to the public a list of discrete early action greenhouse gas emission reduction measures that can be implemented prior to the measures and limits adopted pursuant to Section 38562.

(b) On or before January 1, 2010, the state board shall adopt regulations to implement the measures identified on the list published pursuant to subdivision (a).

(c) The regulations adopted by the state board pursuant to this section shall achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from those sources or categories of sources, in furtherance of achieving the statewide greenhouse gas emissions limit.

(d) The regulations adopted pursuant to this section shall be enforceable no later than January 1, 2010.

38561. (a) On or before January 1, 2009, the state board shall prepare and approve a scoping plan, as that term is understood by the state board, for achieving the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions from sources or categories of sources of greenhouse gases by 2020 under this division. The state board shall consult with all state agencies with jurisdiction over sources of greenhouse gases, including the Public Utilities Commission and the State Energy Resources Conservation and Development Commission, on all elements of its plan that pertain to energy related matters including, but not limited to, electrical generation, load based-standards or requirements, the provision of reliable and affordable electrical service, petroleum refining, and statewide fuel supplies to ensure the greenhouse gas emissions reduction activities to be adopted and implemented by the state board are complementary, nonduplicative, and can be implemented in an efficient and cost-effective manner.

(b) The plan shall identify and make recommendations on direct emission reduction measures, alternative compliance mechanisms, market-based compliance mechanisms, and potential monetary and nonmonetary incentives for sources and categories of sources that the state board finds are necessary or desirable to facilitate the achievement of the maximum feasible and cost-effective reductions of greenhouse gas emissions by 2020.

(c) In making the determinations required by subdivision (b), the state board shall consider all relevant information pertaining to greenhouse gas emissions reduction programs in other states, localities, and nations, including the northeastern states of the United States, Canada, and the European Union.

(d) The state board shall evaluate the total potential costs and total potential economic and noneconomic benefits of the plan for reducing greenhouse gases to California's economy, environment, and public health, using the best available economic models, emission estimation techniques, and other scientific methods.

(e) In developing its plan, the state board shall take into account the relative contribution of each source or source category to statewide greenhouse gas emissions, and the potential for adverse effects on small businesses, and shall recommend a de minimis threshold of greenhouse gas emissions below which emission reduction requirements will not apply.

(f) In developing its plan, the state board shall identify opportunities for emission reductions measures from all verifiable and enforceable voluntary actions, including, but not limited to, carbon sequestration projects and best management practices.

(g) The state board shall conduct a series of public workshops to give interested parties an opportunity to comment on the plan. The state board shall conduct a portion of these workshops in regions of the state that have the most significant exposure to air pollutants, including, but not limited to, communities with minority populations, communities with low-income populations, or both.

(h) The state board shall update its plan for achieving the maximum technologically feasible and cost-effective reductions of greenhouse gas emissions at least once every five years.

38562. (a) On or before January 1, 2011, the state board shall adopt greenhouse gas emission limits and emission reduction measures by regulation to achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions in furtherance of achieving the statewide greenhouse gas emissions limit, to become operative beginning on January 1, 2012.

(b) In adopting regulations pursuant to this section and Part 5 (commencing with Section 38570), to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

(1) Design the regulations, including distribution of emissions allowances where appropriate, in a manner that is equitable, seeks to minimize costs and maximize the total benefits to California, and encourages early action to reduce greenhouse gas emissions.

(2) Ensure that activities undertaken to comply with the regulations do not disproportionately impact low-income communities.

(3) Ensure that entities that have voluntarily reduced their greenhouse gas emissions prior to the implementation of this section receive appropriate credit for early voluntary reductions.

(4) Ensure that activities undertaken pursuant to the regulations complement, and do not interfere with, efforts to achieve and maintain federal and state ambient air quality standards and to reduce toxic air contaminant emissions.

(5) Consider cost-effectiveness of these regulations.

(6) Consider overall societal benefits, including reductions in other air pollutants, diversification of energy sources, and other benefits to the economy, environment, and public health.

(7) Minimize the administrative burden of implementing and complying with these regulations.

(8) Minimize leakage.

(9) Consider the significance of the contribution of each source or category of sources to statewide emissions of greenhouse gases.

(c) In furtherance of achieving the statewide greenhouse gas emissions limit, by January 1, 2011, the state board may adopt a regulation that establishes a system of market-based declining annual aggregate emission limits for sources or categories of sources that emit greenhouse gas emissions, applicable from January 1, 2012, to December 31, 2020, inclusive, that the state board determines will achieve the maximum technologically feasible and cost-effective reductions in greenhouse gas emissions, in the aggregate, from those sources or categories of sources.

(d) Any regulation adopted by the state board pursuant to this part or Part 5 (commencing with Section 38570) shall ensure all of the following:

(1) The greenhouse gas emission reductions achieved are real, permanent, quantifiable, verifiable, and enforceable by the state board.

(2) For regulations pursuant to Part 5 (commencing with Section 38570), the reduction is in addition to any greenhouse gas emission reduction otherwise required by law or regulation, and any other greenhouse gas emission reduction that otherwise would occur.

(3) If applicable, the greenhouse gas emission reduction occurs over the same time period and is equivalent in amount to any direct emission reduction required pursuant to this division.

(e) The state board shall rely upon the best available economic and scientific information and its assessment of existing and projected technological capabilities when adopting the regulations required by this section.

(f) The state board shall consult with the Public Utilities Commission in the development of the regulations as they affect electricity and natural gas providers in order to minimize duplicative or inconsistent regulatory requirements.

(g) After January 1, 2011, the state board may revise regulations adopted pursuant to this section and adopt additional regulations to further the provisions of this division.

38563. Nothing in this division restricts the state board from adopting greenhouse gas emission limits or emission reduction measures prior to January 1, 2011, imposing those limits or measures prior to January 1, 2012, or providing early reduction credit where appropriate.

38564. The state board shall consult with other states, and the federal government, and other nations to identify the most effective strategies and methods to reduce greenhouse gases, manage greenhouse gas control programs, and to facilitate the development of integrated and cost-effective regional, national, and international greenhouse gas reduction programs.

38565. The state board shall ensure that the greenhouse gas emission reduction rules, regulations, programs, mechanisms, and incentives under its jurisdiction, where applicable and to the extent feasible, direct public and private investment toward the most disadvantaged communities in California and provide an opportunity for

small businesses, schools, affordable housing associations, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions.

PART 5. MARKET-BASED COMPLIANCE MECHANISMS

38570. (a) The state board may include in the regulations adopted pursuant to Section 38562 the use of market-based compliance mechanisms to comply with the regulations.

(b) Prior to the inclusion of any market-based compliance mechanism in the regulations, to the extent feasible and in furtherance of achieving the statewide greenhouse gas emissions limit, the state board shall do all of the following:

(1) Consider the potential for direct, indirect, and cumulative emission impacts from these mechanisms, including localized impacts in communities that are already adversely impacted by air pollution.

(2) Design any market-based compliance mechanism to prevent any increase in the emissions of toxic air contaminants or criteria air pollutants.

(3) Maximize additional environmental and economic benefits for California, as appropriate.

(c) The state board shall adopt regulations governing how market-based compliance mechanisms may be used by regulated entities subject to greenhouse gas emission limits and mandatory emission reporting requirements to achieve compliance with their greenhouse gas emissions limits.

38571. The state board shall adopt methodologies for the quantification of voluntary greenhouse gas emission reductions. The state board shall adopt regulations to verify and enforce any voluntary greenhouse gas emission reductions that are authorized by the state board for use to comply with greenhouse gas emission limits established by the state board. The adoption of methodologies is exempt from the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

38574. Nothing in this part or Part 4 (commencing with Section 38560) confers any authority on the state board to alter any programs administered by other state agencies for the reduction of greenhouse gas emissions.

PART 6. ENFORCEMENT

38580. (a) The state board shall monitor compliance with and enforce any rule, regulation, order, emission limitation, emissions reduction measure, or market-based compliance mechanism adopted by the state board pursuant to this division.

(b) (1) Any violation of any rule, regulation, order, emission limitation, emissions reduction measure, or other measure adopted by the state board pursuant to this division may be enjoined pursuant to Section 41513, and the violation is subject to those penalties set forth in Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(2) Any violation of any rule, regulation, order, emission limitation, emissions reduction measure, or other measure adopted by the state board pursuant to this division shall be deemed to result in an emission of an air contaminant for the purposes of the penalty provisions of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(3) The state board may develop a method to convert a violation of any rule, regulation, order, emission limitation, or other emissions reduction measure adopted by the state board pursuant to this division into the number of days in violation, where appropriate, for the purposes of the penalty provisions of Article 3 (commencing with Section 42400) of Chapter 4 of Part 4 of, and Chapter 1.5 (commencing with Section 43025) of Part 5 of, Division 26.

(c) Section 42407 and subdivision (i) of Section 42410 shall not apply to this part.

PART 7. Miscellaneous Provisions

38590. If the regulations adopted pursuant to Section 43018.5 do not remain in effect, the state board shall implement alternative regulations to control mobile sources of greenhouse gas emissions to achieve equivalent or greater reductions.

38591. (a) The state board, by July 1, 2007, shall convene an environmental justice advisory committee, of at least three members, to advise it in developing the scoping plan pursuant to Section 38561 and any other pertinent matter in implementing this division. The advisory committee shall be comprised of representatives from communities in the state with the most significant exposure to air pollution, including, but not limited to, communities with minority populations or low-income populations, or both.

(b) The state board shall appoint the advisory committee members from nominations received from environmental justice organizations and community groups.

(c) The state board shall provide reasonable per diem for attendance at advisory committee meetings by advisory committee members from nonprofit organizations.

(d) The state board shall appoint an Economic and Technology Advancement Advisory Committee to advise the state board on activities that will facilitate investment in and implementation of technological research and development opportunities, including, but not limited to, identifying new technologies, research, demonstration projects, funding opportunities, developing state, national, and international partnerships and technology transfer opportunities, and identifying and assessing research and advanced technology investment and incentive opportunities that will assist in the reduction of greenhouse gas emissions. The committee may also advise the state board on state, regional, national, and international economic and technological developments related to greenhouse gas emission reductions.

38592. (a) All state agencies shall consider and implement strategies to reduce their greenhouse gas emissions.

(b) Nothing in this division shall relieve any person, entity, or public agency of compliance with other applicable federal, state, or local laws or regulations, including state air and water quality requirements, and other requirements for protecting public health or the environment.

(a) Nothing in this division affects the authority of the Public Utilities Commission.

38593. (b) Nothing in this division affects the obligation of an electrical corporation to provide customers with safe and reliable electric service.

38594. Nothing in this division shall limit or expand the existing authority of any district, as defined in Section 39025.

38595. Nothing in this division shall preclude, prohibit, or restrict the construction of any new facility or the expansion of an existing facility subject to regulation under this division, if all applicable requirements are met and the facility is in compliance with regulations adopted pursuant to this division.

38596. The provisions of this division are severable. If any provision of this division or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

38597. The state board may adopt by regulation, after a public workshop, a schedule of fees to be paid by the sources of greenhouse gas emissions regulated pursuant to this division, consistent with Section 57001. The revenues collected pursuant to this section, shall be deposited into the Air Pollution Control Fund and are available upon appropriation, by the Legislature, for purposes of carrying out this division.

38598. (a) Nothing in this division shall limit the existing authority of a state entity to adopt and implement greenhouse gas emissions reduction measures.

(b) Nothing in this division shall relieve any state entity of its legal obligations to comply with existing law or regulation.

38599. (a) In the event of extraordinary circumstances, catastrophic events, or threat of significant economic harm, the Governor may adjust the applicable deadlines for individual regulations, or for the state in the aggregate, to the earliest feasible date after that deadline.

(b) The adjustment period may not exceed one year unless the Governor makes an additional adjustment pursuant to subdivision (a).

(c) Nothing in this section affects the powers and duties established in the California Emergency Services Act (Chapter 7 (commencing with Section 8550) of Division 1 of Title 2 of the Government Code).

(d) The Governor shall, within 10 days of invoking subdivision (a), provide written notification to the Legislature of the action undertaken.

SEC. 2 No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because the only costs that may be incurred by a local agency or school district will be incurred because this act creates a new crime or infraction, eliminates a crime or infraction, or changes the penalty for a crime or infraction, within the meaning of Section 17556 of the Government Code, or changes the definition of a crime within the meaning of Section 6 of Article XIII B of the California Constitution.

Appendix 1.2.2

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **SB-375** the “Sustainable Communities and Climate Protection Act of 2008,” promotes integrated transportation and land use planning at the regional level to reduce GHG emissions from passenger vehicle travel, and helps California meet AB 32 goals. SB 375 requires the California Air Resources Board to develop regional GHG emissions reduction targets for passenger vehicle travel, setting benchmarks in 2020 and 2035 for each of the State’s 18 Metropolitan Planning Organizations.

Sources

Notes

**SB-375 Transportation planning: travel demand models: sustainable communities strategy: environmental review.**
(2007-2008)

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**Senate Bill No. 375**

CHAPTER 728

An act to amend Sections 65080, 65400, 65583, 65584.01, 65584.02, 65584.04, 65587, and 65588 of, and to add Sections 14522.1, 14522.2, and 65080.01 to, the Government Code, and to amend Section 21061.3 of, to add Section 21159.28 to, and to add Chapter 4.2 (commencing with Section 21155) to Division 13 of, the Public Resources Code, relating to environmental quality.

[Approved by Governor September 30, 2008. Filed with Secretary of State September 30, 2008.]

LEGISLATIVE COUNSEL'S DIGEST

SB 375, Steinberg. Transportation planning: travel demand models: sustainable communities strategy: environmental review.

(1) Existing law requires certain transportation planning activities by the Department of Transportation and by designated regional transportation planning agencies, including development of a regional transportation plan. Certain of these agencies are designated under federal law as metropolitan planning organizations. Existing law authorizes the California Transportation Commission, in cooperation with the regional agencies, to prescribe study areas for analysis and evaluation.

This bill would require the commission to maintain guidelines, as specified, for travel demand models used in the development of regional transportation plans by metropolitan planning organizations. The bill would require the commission to consult with various agencies in this regard, and to form an advisory committee and to hold workshops before amending the guidelines.

This bill would also require the regional transportation plan for regions of the state with a metropolitan planning organization to adopt a sustainable communities strategy, as part of its regional transportation plan, as specified, designed to achieve certain goals for the reduction of greenhouse gas emissions from automobiles and light trucks in a region. The bill would require the State Air Resources Board, working in consultation with the metropolitan planning organizations, to provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035 by September 30, 2010, to appoint a Regional Targets Advisory Committee to recommend factors and methodologies for setting those targets, and to update those targets every 8 years. The bill would require certain transportation planning and programming activities by the metropolitan planning organizations to be consistent with the sustainable communities strategy contained in the regional transportation plan, but would state that certain transportation projects programmed for funding on or before December 31, 2011, are not required to be consistent with the sustainable communities strategy process. To the extent the sustainable communities strategy is unable to achieve the greenhouse gas emission reduction targets, the bill would require affected metropolitan planning organizations to prepare an alternative planning strategy to the sustainable communities strategy showing how the targets would be

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achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The bill would require the State Air Resources Board to review each metropolitan planning organization's sustainable communities strategy and alternative planning strategy to determine whether the strategy, if implemented, would achieve the greenhouse gas emission reduction targets. The bill would require a strategy that is found to be insufficient by the state board to be revised by the metropolitan planning organization, with a minimum requirement that the metropolitan planning organization must obtain state board acceptance that an alternative planning strategy, if implemented, would achieve the targets. The bill would state that the adopted strategies do not regulate the use of land and are not subject to state approval, and that city or county land use policies, including the general plan, are not required to be consistent with the regional transportation plan, which would include the sustainable growth strategy, or the alternative planning strategy. The bill would also require the metropolitan planning organization to hold specified informational meetings in this regard with local elected officials and would require a public participation program with workshops and public hearings for the public, among other things. The bill would enact other related provisions.

Because the bill would impose additional duties on local agencies, it would impose a state-mandated local program.

(2) The Planning and Zoning Law requires each city, county, or city and county to prepare and adopt a general plan for its jurisdiction that contains certain mandatory elements, including a housing element. Existing law requires the housing element to identify the existing and projected housing needs of all economic segments of the community.

Existing law requires the housing element, among other things, to contain a program which sets forth a 5-year schedule of actions of the local government to implement the goals and objectives of the housing element. Existing law requires the program to identify actions that will be undertaken to make sites available to accommodate various housing needs, including, in certain cases, the rezoning of sites to accommodate 100% of the need for housing for very low and low-income households.

This bill would instead require the program to set forth a schedule of actions during the planning period, as defined, and require each action to have a timetable for implementation. The bill would generally require rezoning of certain sites to accommodate certain housing needs within specified times, with an opportunity for an extension time in certain cases, and would require the local government to hold a noticed public hearing within 30 days after the deadline for compliance expires. The bill would, under certain conditions, prohibit a local government that fails to complete a required rezoning within the timeframe required from disapproving a housing development project, as defined, or from taking various other actions that would render the project infeasible, and would allow the project applicant or any interested person to bring an action to enforce these provisions. The bill would also allow a court to compel a local government to complete the rezoning within specified times and to impose sanctions on the local government if the court order or judgment is not carried out, and would provide that in certain cases the local government shall bear the burden of proof relative to actions brought to compel compliance with specified deadlines and requirements.

Existing law requires each local government to review and revise its housing element as frequently as appropriate, but not less than every 5 years.

This bill would extend that time period to 8 years for those local governments that are located within a region covered by a metropolitan planning organization in a nonattainment region or by a metropolitan planning organization or regional transportation planning agency that meets certain requirements. The bill would also provide that, in certain cases, the time period would be reduced to 4 years or other periods, as specified.

The bill would enact other related provisions. Because the bill would impose additional duties on local governments relative to the housing element of the general plan, it would thereby impose a state-mandated local program.

(3) 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 (EIR) 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.

This bill would exempt from CEQA a transit priority project, as defined, that meets certain requirements and that is declared by the legislative body of a local jurisdiction to be a sustainable communities project. The transit priority project would need to be consistent with a metropolitan planning organization's sustainable communities strategy or an alternative planning strategy that has been determined by the State Air Resources Board to achieve the greenhouse gas emission reductions targets. The bill would provide for limited CEQA review of various other transit priority projects.

The bill, with respect to other residential or mixed-use residential projects meeting certain requirements, would exempt the environmental documents for those projects from being required to include certain information regarding growth inducing impacts or impacts from certain vehicle trips.

The bill would also authorize the legislative body of a local jurisdiction to adopt traffic mitigation measures for transit priority projects. The bill would exempt a transit priority project seeking a land use approval from compliance with additional measures for traffic impacts, if the local jurisdiction has adopted those traffic mitigation measures.

(4) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that, if the Commission on State Mandates determines that the bill contains costs mandated by the state, reimbursement for those costs shall be made pursuant to these statutory provisions.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

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

(a) The transportation sector contributes over 40 percent of the greenhouse gas emissions in the State of California; automobiles and light trucks alone contribute almost 30 percent. The transportation sector is the single largest contributor of greenhouse gases of any sector.

(b) In 2006, the Legislature passed and the Governor signed Assembly Bill 32 (Chapter 488 of the Statutes of 2006; hereafter AB 32), which requires the State of California to reduce its greenhouse gas emissions to 1990 levels no later than 2020. According to the State Air Resources Board, in 1990 greenhouse gas emissions from automobiles and light trucks were 108 million metric tons, but by 2004 these emissions had increased to 135 million metric tons.

(c) Greenhouse gas emissions from automobiles and light trucks can be substantially reduced by new vehicle technology and by the increased use of low carbon fuel. However, even taking these measures into account, it will be necessary to achieve significant additional greenhouse gas reductions from changed land use patterns and improved transportation. Without improved land use and transportation policy, California will not be able to achieve the goals of AB 32.

(d) In addition, automobiles and light trucks account for 50 percent of air pollution in California and 70 percent of its consumption of petroleum. Changes in land use and transportation policy, based upon established modeling methodology, will provide significant assistance to California's goals to implement the federal and state Clean Air Acts and to reduce its dependence on petroleum.

(e) Current federal law requires regional transportation planning agencies to include a land use allocation in the regional transportation plan. Some regions have engaged in a regional "blueprint" process to prepare the land use allocation. This process has been open and transparent. The Legislature intends, by this act, to build upon that successful process by requiring metropolitan planning organizations to develop and incorporate a sustainable communities strategy which will be the land use allocation in the regional transportation plan.

(f) The California Environmental Quality Act (CEQA) is California's premier environmental statute. New provisions of CEQA should be enacted so that the statute encourages developers to submit applications and local governments to make land use decisions that will help the state achieve its climate goals under AB 32, assist in the achievement of state and federal air quality standards, and increase petroleum conservation.

(g) Current planning models and analytical techniques used for making transportation infrastructure decisions and for air quality planning should be able to assess the effects of policy choices, such as residential

development patterns, expanded transit service and accessibility, the walkability of communities, and the use of economic incentives and disincentives.

(h) The California Transportation Commission has developed guidelines for travel demand models used in the development of regional transportation plans. This act assures the commission's continued oversight of the guidelines, as the commission may update them as needed from time to time.

(i) California local governments need a sustainable source of funding to be able to accommodate patterns of growth consistent with the state's climate, air quality, and energy conservation goals.

SEC. 2. Section 14522.1 is added to the Government Code, to read:

14522.1. (a) (1) The commission, in consultation with the department and the State Air Resources Board, shall maintain guidelines for travel demand models used in the development of regional transportation plans by federally designated metropolitan planning organizations.

(2) Any revision of the guidelines shall include the formation of an advisory committee that shall include representatives of the metropolitan planning organizations, the department, organizations knowledgeable in the creation and use of travel demand models, local governments, and organizations concerned with the impacts of transportation investments on communities and the environment. Before amending the guidelines, the commission shall hold two workshops on the guidelines, one in northern California and one in southern California. The workshops shall be incorporated into regular commission meetings.

(b) The guidelines shall, at a minimum and to the extent practicable, taking into account such factors as the size and available resources of the metropolitan planning organization, account for all of the following:

(1) The relationship between land use density and household vehicle ownership and vehicle miles traveled in a way that is consistent with statistical research.

(2) The impact of enhanced transit service levels on household vehicle ownership and vehicle miles traveled.

(3) Changes in travel and land development likely to result from highway or passenger rail expansion.

(4) Mode splitting that allocates trips between automobile, transit, carpool, and bicycle and pedestrian trips. If a travel demand model is unable to forecast bicycle and pedestrian trips, another means may be used to estimate those trips.

(5) Speed and frequency, days, and hours of operation of transit service.

SEC. 3. Section 14522.2 is added to the Government Code, to read:

14522.2. (a) A metropolitan planning organization shall disseminate the methodology, results, and key assumptions of whichever travel demand models it uses in a way that would be useable and understandable to the public.

(b) Transportation planning agencies other than those identified in paragraph (1) of subdivision (a) of Section 14522.1, cities, and counties are encouraged, but not required, to utilize travel demand models that are consistent with the guidelines in the development of their regional transportation plans.

SEC. 4. Section 65080 of the Government Code is amended to read:

65080. (a) Each transportation planning agency designated under Section 29532 or 29532.1 shall prepare and adopt a regional transportation plan directed at achieving a coordinated and balanced regional transportation system, including, but not limited to, mass transportation, highway, railroad, maritime, bicycle, pedestrian, goods movement, and aviation facilities and services. The plan shall be action-oriented and pragmatic, considering both the short-term and long-term future, and shall present clear, concise policy guidance to local and state officials. The regional transportation plan shall consider factors specified in Section 134 of Title 23 of the United States Code. Each transportation planning agency shall consider and incorporate, as appropriate, the transportation plans of cities, counties, districts, private organizations, and state and federal agencies.

(b) The regional transportation plan shall be an internally consistent document and shall include all of the following:

(1) A policy element that describes the transportation issues in the region, identifies and quantifies regional needs, and describes the desired short-range and long-range transportation goals, and pragmatic objective and policy statements. The objective and policy statements shall be consistent with the funding estimates of the financial element. The policy element of transportation planning agencies with populations that exceed 200,000 persons may quantify a set of indicators including, but not limited to, all of the following:

(A) Measures of mobility and traffic congestion, including, but not limited to, daily vehicle hours of delay per capita and vehicle miles traveled per capita.

(B) Measures of road and bridge maintenance and rehabilitation needs, including, but not limited to, roadway pavement and bridge conditions.

(C) Measures of means of travel, including, but not limited to, percentage share of all trips (work and nonwork) made by all of the following:

(i) Single occupant vehicle.

(ii) Multiple occupant vehicle or carpool.

(iii) Public transit including commuter rail and intercity rail.

(iv) Walking.

(v) Bicycling.

(D) Measures of safety and security, including, but not limited to, total injuries and fatalities assigned to each of the modes set forth in subparagraph (C).

(E) Measures of equity and accessibility, including, but not limited to, percentage of the population served by frequent and reliable public transit, with a breakdown by income bracket, and percentage of all jobs accessible by frequent and reliable public transit service, with a breakdown by income bracket.

(F) The requirements of this section may be met utilizing existing sources of information. No additional traffic counts, household surveys, or other sources of data shall be required.

(2) A sustainable communities strategy prepared by each metropolitan planning organization as follows:

(A) No later than September 30, 2010, the State Air Resources Board shall provide each affected region with greenhouse gas emission reduction targets for the automobile and light truck sector for 2020 and 2035, respectively.

(i) No later than January 31, 2009, the state board shall appoint a Regional Targets Advisory Committee to recommend factors to be considered and methodologies to be used for setting greenhouse gas emission reduction targets for the affected regions. The committee shall be composed of representatives of the metropolitan planning organizations, affected air districts, the League of California Cities, the California State Association of Counties, local transportation agencies, and members of the public, including homebuilders, environmental organizations, planning organizations, environmental justice organizations, affordable housing organizations, and others. The advisory committee shall transmit a report with its recommendations to the state board no later than September 30, 2009. In recommending factors to be considered and methodologies to be used, the advisory committee may consider any relevant issues, including, but not limited to, data needs, modeling techniques, growth forecasts, the impacts of regional jobs-housing balance on interregional travel and greenhouse gas emissions, economic and demographic trends, the magnitude of greenhouse gas reduction benefits from a variety of land use and transportation strategies, and appropriate methods to describe regional targets and to monitor performance in attaining those targets. The state board shall consider the report prior to setting the targets.

(ii) Prior to setting the targets for a region, the state board shall exchange technical information with the metropolitan planning organization and the affected air district. The metropolitan planning organization may recommend a target for the region. The metropolitan planning organization shall hold at least one public workshop within the region after receipt of the report from the advisory committee. The state board shall release draft targets for each region no later than June 30, 2010.

(iii) In establishing these targets, the state board shall take into account greenhouse gas emission reductions that will be achieved by improved vehicle emission standards, changes in fuel composition, and other measures it has approved that will reduce greenhouse gas emissions in the affected regions, and prospective measures the

state board plans to adopt to reduce greenhouse gas emissions from other greenhouse gas emission sources as that term is defined in subdivision (i) of Section 38505 of the Health and Safety Code and consistent with the regulations promulgated pursuant to the California Global Warming Solutions Act of 2006 (Division 12.5 (commencing with Section 38500) of the Health and Safety Code).

(iv) The state board shall update the regional greenhouse gas emission reduction targets every eight years consistent with each metropolitan planning organization's timeframe for updating its regional transportation plan under federal law until 2050. The state board may revise the targets every four years based on changes in the factors considered under clause (iii) above. The state board shall exchange technical information with the Department of Transportation, metropolitan planning organizations, local governments, and affected air districts and engage in a consultative process with public and private stakeholders prior to updating these targets.

(v) The greenhouse gas emission reduction targets may be expressed in gross tons, tons per capita, tons per household, or in any other metric deemed appropriate by the state board.

(B) Each metropolitan planning organization shall prepare a sustainable communities strategy, subject to the requirements of Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, including the requirement to utilize the most recent planning assumptions considering local general plans and other factors. The sustainable communities strategy shall (i) identify the general location of uses, residential densities, and building intensities within the region; (ii) identify areas within the region sufficient to house all the population of the region, including all economic segments of the population, over the course of the planning period of the regional transportation plan taking into account net migration into the region, population growth, household formation and employment growth; (iii) identify areas within the region sufficient to house an eight-year projection of the regional housing need for the region pursuant to Section 65584; (iv) identify a transportation network to service the transportation needs of the region; (v) gather and consider the best practically available scientific information regarding resource areas and farmland in the region as defined in subdivisions (a) and (b) of Section 65080.01; (vi) consider the state housing goals specified in Sections 65580 and 65581; (vii) set forth a forecasted development pattern for the region, which, when integrated with the transportation network, and other transportation measures and policies, will reduce the greenhouse gas emissions from automobiles and light trucks to achieve, if there is a feasible way to do so, the greenhouse gas emission reduction targets approved by the state board; and (viii) allow the regional transportation plan to comply with Section 176 of the federal Clean Air Act (42 U.S.C. Sec. 7506). Within the jurisdiction of the Metropolitan Transportation Commission, as defined by Section 66502, the Association of Bay Area Governments shall be responsible for clauses (i), (ii), (iii), (v), and (vi), the Metropolitan Transportation Commission shall be responsible for clauses (iv) and (viii); and the Association of Bay Area Governments and the Metropolitan Transportation Commission shall jointly be responsible for clause (vii).

(C) In the region served by the multicounty transportation planning agency described in Section 130004 of the Public Utilities Code, a subregional council of governments and the county transportation commission may work together to propose the sustainable communities strategy and an alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that subregional area. The metropolitan planning organization may adopt a framework for a subregional sustainable communities strategy or a subregional alternative planning strategy to address the intraregional land use, transportation, economic, air quality, and climate policy relationships. The metropolitan planning organization shall include the subregional sustainable communities strategy for that subregion in the regional sustainable communities strategy to the extent consistent with this section and federal law and approve the subregional alternative planning strategy, if one is prepared pursuant to subparagraph (H), for that subregional area to the extent consistent with this section. The metropolitan planning organization shall develop overall guidelines, create public participation plans pursuant to subparagraph (E), ensure coordination, resolve conflicts, make sure that the overall plan complies with applicable legal requirements, and adopt the plan for the region.

(D) The metropolitan planning organization shall conduct at least two informational meetings in each county within the region for members of the board of supervisors and city councils on the sustainable communities strategy and alternative planning strategy, if any. The metropolitan planning organization may conduct only one informational meeting if it is attended by representatives of the county board of supervisors and city council members representing a majority of the cities representing a majority of the population in the incorporated areas of that county. Notice of the meeting shall be sent to the clerk of the board of supervisors and to each city clerk. The purpose of the meeting shall be to present a draft of the sustainable communities strategy to the members of the board of supervisors and the city council members in that county and to solicit and consider their input and recommendations.

(E) Each metropolitan planning organization shall adopt a public participation plan, for development of the sustainable communities strategy and an alternative planning strategy, if any, that includes all of the following:

(i) Outreach efforts to encourage the active participation of a broad range of stakeholder groups in the planning process, consistent with the agency's adopted Federal Public Participation Plan, including, but not limited to, affordable housing advocates, transportation advocates, neighborhood and community groups, environmental advocates, home builder representatives, broad-based business organizations, landowners, commercial property interests, and homeowner associations.

(ii) Consultation with congestion management agencies, transportation agencies, and transportation commissions.

(iii) Workshops throughout the region to provide the public with the information and tools necessary to provide a clear understanding of the issues and policy choices. At least one workshop shall be held in each county in the region. For counties with a population greater than 500,000, at least three workshops shall be held. Each workshop, to the extent practicable, shall include urban simulation computer modeling to create visual representations of the sustainable communities strategy and the alternative planning strategy.

(iv) Preparation and circulation of a draft sustainable communities strategy and an alternative planning strategy, if one is prepared, not less than 55 days before adoption of a final regional transportation plan.

(v) At least three public hearings on the draft sustainable communities strategy in the regional transportation plan and alternative planning strategy, if one is prepared. If the metropolitan transportation organization consists of a single county, at least two public hearings shall be held. To the maximum extent feasible, the hearings shall be in different parts of the region to maximize the opportunity for participation by members of the public throughout the region.

(vi) A process for enabling members of the public to provide a single request to receive notices, information, and updates.

(F) In preparing a sustainable communities strategy, the metropolitan planning organization shall consider spheres of influence that have been adopted by the local agency formation commissions within its region.

(G) Prior to adopting a sustainable communities strategy, the metropolitan planning organization shall quantify the reduction in greenhouse gas emissions projected to be achieved by the sustainable communities strategy and set forth the difference, if any, between the amount of that reduction and the target for the region established by the state board.

(H) If the sustainable communities strategy, prepared in compliance with subparagraph (B) or (C), is unable to reduce greenhouse gas emissions to achieve the greenhouse gas emission reduction targets established by the state board, the metropolitan planning organization shall prepare an alternative planning strategy to the sustainable communities strategy showing how those greenhouse gas emission targets would be achieved through alternative development patterns, infrastructure, or additional transportation measures or policies. The alternative planning strategy shall be a separate document from the regional transportation plan, but it may be adopted concurrently with the regional transportation plan. In preparing the alternative planning strategy, the metropolitan planning organization:

(i) Shall identify the principal impediments to achieving the targets within the sustainable communities strategy.

(ii) May include an alternative development pattern for the region pursuant to subparagraphs (B) to (F), inclusive.

(iii) Shall describe how the greenhouse gas emission reduction targets would be achieved by the alternative planning strategy, and why the development pattern, measures, and policies in the alternative planning strategy are the most practicable choices for achievement of the greenhouse gas emission reduction targets.

(iv) An alternative development pattern set forth in the alternative planning strategy shall comply with Part 450 of Title 23 of, and Part 93 of Title 40 of, the Code of Federal Regulations, except to the extent that compliance will prevent achievement of the greenhouse gas emission reduction targets approved by the state board.

(v) For purposes of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code), an alternative planning strategy shall not constitute a land use plan, policy, or regulation, and the inconsistency of a project with an alternative planning strategy shall not be a consideration in determining whether a project may have an environmental effect.

(I) (i) Prior to starting the public participation process adopted pursuant to subparagraph (E) of paragraph (2) of subdivision (b) of Section 65080, the metropolitan planning organization shall submit a description to the state board of the technical methodology it intends to use to estimate the greenhouse gas emissions from its sustainable communities strategy and, if appropriate, its alternative planning strategy. The state board shall respond to the metropolitan planning organization in a timely manner with written comments about the technical methodology, including specifically describing any aspects of that methodology it concludes will not yield accurate estimates of greenhouse gas emissions, and suggested remedies. The metropolitan planning organization is encouraged to work with the state board until the state board concludes that the technical methodology operates accurately.

(ii) After adoption, a metropolitan planning organization shall submit a sustainable communities strategy or an alternative planning strategy, if one has been adopted, to the state board for review, including the quantification of the greenhouse gas emission reductions the strategy would achieve and a description of the technical methodology used to obtain that result. Review by the state board shall be limited to acceptance or rejection of the metropolitan planning organization's determination that the strategy submitted would, if implemented, achieve the greenhouse gas emission reduction targets established by the state board. The state board shall complete its review within 60 days.

(iii) If the state board determines that the strategy submitted would not, if implemented, achieve the greenhouse gas emission reduction targets, the metropolitan planning organization shall revise its strategy or adopt an alternative planning strategy, if not previously adopted, and submit the strategy for review pursuant to clause (ii). At a minimum, the metropolitan planning organization must obtain state board acceptance that an alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets established for that region by the state board.

(J) Neither a sustainable communities strategy nor an alternative planning strategy regulates the use of land, nor, except as provided by subparagraph (I), shall either one be subject to any state approval. Nothing in a sustainable communities strategy shall be interpreted as superseding the exercise of the land use authority of cities and counties within the region. Nothing in this section shall be interpreted to limit the state board's authority under any other provision of law. Nothing in this section shall be interpreted to authorize the abrogation of any vested right whether created by statute or by common law. Nothing in this section shall require a city's or county's land use policies and regulations, including its general plan, to be consistent with the regional transportation plan or an alternative planning strategy. Nothing in this section requires a metropolitan planning organization to approve a sustainable communities strategy that would be inconsistent with Part 450 of Title 23 of, or Part 93 of Title 40 of, the Code of Federal Regulations and any administrative guidance under those regulations. Nothing in this section relieves a public or private entity or any person from compliance with any other local, state, or federal law.

(K) Nothing in this section requires projects programmed for funding on or before December 31, 2011, to be subject to the provisions of this paragraph if they (i) are contained in the 2007 or 2009 Federal Statewide Transportation Improvement Program, (ii) are funded pursuant to Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2, or (iii) were specifically listed in a ballot measure prior to December 31, 2008, approving a sales tax increase for transportation projects. Nothing in this section shall require a transportation sales tax authority to change the funding allocations approved by the voters for categories of transportation projects in a sales tax measure adopted prior to December 31, 2010. For purposes of this subparagraph, a transportation sales tax authority is a district, as defined in Section 7252 of the Revenue and Taxation Code, that is authorized to impose a sales tax for transportation purposes.

(L) A metropolitan planning organization, or a regional transportation planning agency not within a metropolitan planning organization, that is required to adopt a regional transportation plan not less than every five years, may elect to adopt the plan not less than every four years. This election shall be made by the board of directors of the metropolitan planning organization or regional transportation planning agency no later than June 1, 2009, or thereafter 54 months prior to the statutory deadline for the adoption of housing elements for the local jurisdictions within the region, after a public hearing at which comments are accepted from members of the public and representatives of cities and counties within the region covered by the metropolitan planning organization or regional transportation planning agency. Notice of the public hearing shall be given to the general public and by mail to cities and counties within the region no later than 30 days prior to the date of the public hearing. Notice of election shall be promptly given to the Department of Housing and Community Development. The metropolitan planning organization or the regional transportation planning agency shall complete its next regional transportation plan within three years of the notice of election.

(M) Two or more of the metropolitan planning organizations for Fresno County, Kern County, Kings County, Madera County, Merced County, San Joaquin County, Stanislaus County, and Tulare County may work together to develop and adopt multiregional goals and policies that may address interregional land use, transportation, economic, air quality, and climate relationships. The participating metropolitan planning organizations may also develop a multiregional sustainable communities strategy, to the extent consistent with federal law, or an alternative planning strategy for adoption by the metropolitan planning organizations. Each participating metropolitan planning organization shall consider any adopted multiregional goals and policies in the development of a sustainable communities strategy and, if applicable, an alternative planning strategy for its region.

(3) An action element that describes the programs and actions necessary to implement the plan and assigns implementation responsibilities. The action element may describe all transportation projects proposed for development during the 20-year or greater life of the plan. The action element shall consider congestion management programming activities carried out within the region.

(4) (A) A financial element that summarizes the cost of plan implementation constrained by a realistic projection of available revenues. The financial element shall also contain recommendations for allocation of funds. A county transportation commission created pursuant to Section 130000 of the Public Utilities Code shall be responsible for recommending projects to be funded with regional improvement funds, if the project is consistent with the regional transportation plan. The first five years of the financial element shall be based on the five-year estimate of funds developed pursuant to Section 14524. The financial element may recommend the development of specified new sources of revenue, consistent with the policy element and action element.

(B) The financial element of transportation planning agencies with populations that exceed 200,000 persons may include a project cost breakdown for all projects proposed for development during the 20-year life of the plan that includes total expenditures and related percentages of total expenditures for all of the following:

- (i) State highway expansion.
- (ii) State highway rehabilitation, maintenance, and operations.
- (iii) Local road and street expansion.
- (iv) Local road and street rehabilitation, maintenance, and operation.
- (v) Mass transit, commuter rail, and intercity rail expansion.
- (vi) Mass transit, commuter rail, and intercity rail rehabilitation, maintenance, and operations.
- (vii) Pedestrian and bicycle facilities.
- (viii) Environmental enhancements and mitigation.
- (ix) Research and planning.
- (x) Other categories.

(C) The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall consider financial incentives for cities and counties that have resource areas or farmland, as defined in Section 65080.01, for the purposes of, for example, transportation investments for the preservation and safety of the city street or county road system and farm to market and interconnectivity transportation needs. The metropolitan planning organization or county transportation agency, whichever entity is appropriate, shall also consider financial assistance for counties to address countywide service responsibilities in counties that contribute towards the greenhouse gas emission reduction targets by implementing policies for growth to occur within their cities.

(c) Each transportation planning agency may also include other factors of local significance as an element of the regional transportation plan, including, but not limited to, issues of mobility for specific sectors of the community, including, but not limited to, senior citizens.

(d) Except as otherwise provided in this subdivision, each transportation planning agency shall adopt and submit, every four years, an updated regional transportation plan to the California Transportation Commission and the Department of Transportation. A transportation planning agency located in a federally designated air quality attainment area or that does not contain an urbanized area may at its option adopt and submit a regional transportation plan every five years. When applicable, the plan shall be consistent with federal planning and

programming requirements and shall conform to the regional transportation plan guidelines adopted by the California Transportation Commission. Prior to adoption of the regional transportation plan, a public hearing shall be held after the giving of notice of the hearing by publication in the affected county or counties pursuant to Section 6061.

SEC. 5. Section 65080.01 is added to the Government Code, to read:

65080.01. The following definitions apply to terms used in Section 65080:

(a) "Resource areas" include (1) all publicly owned parks and open space; (2) open space or habitat areas protected by natural community conservation plans, habitat conservation plans, and other adopted natural resource protection plans; (3) habitat for species identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies or protected by the federal Endangered Species Act of 1973, the California Endangered Species Act, or the Native Plant Protection Act; (4) lands subject to conservation or agricultural easements for conservation or agricultural purposes by local governments, special districts, or nonprofit 501(c)(3) organizations, areas of the state designated by the State Mining and Geology Board as areas of statewide or regional significance pursuant to Section 2790 of the Public Resources Code, and lands under Williamson Act contracts; (5) areas designated for open-space or agricultural uses in adopted open-space elements or agricultural elements of the local general plan or by local ordinance; (6) areas containing biological resources as described in Appendix G of the CEQA Guidelines that may be significantly affected by the sustainable communities strategy or the alternative planning strategy; and (7) an area subject to flooding where a development project would not, at the time of development in the judgment of the agency, meet the requirements of the National Flood Insurance Program or where the area is subject to more protective provisions of state law or local ordinance.

(b) "Farmland" means farmland that is outside all existing city spheres of influence or city limits as of January 1, 2008, and is one of the following:

(1) Classified as prime or unique farmland or farmland of statewide importance.

(2) Farmland classified by a local agency in its general plan that meets or exceeds the standards for prime or unique farmland or farmland of statewide importance.

(c) "Feasible" means capable of being accomplished in a successful manner within a reasonable period of time, taking into account economic, environmental, legal, social, and technological factors.

(d) "Consistent" shall have the same meaning as that term is used in Section 134 of Title 23 of the United States Code.

(e) "Internally consistent" means that the contents of the elements of the regional transportation plan must be consistent with each other.

SEC. 6. Section 65400 of the Government Code is amended to read:

65400. (a) After the legislative body has adopted all or part of a general plan, the planning agency shall do both of the following:

(1) Investigate and make recommendations to the legislative body regarding reasonable and practical means for implementing the general plan or element of the general plan, so that it will serve as an effective guide for orderly growth and development, preservation and conservation of open-space land and natural resources, and the efficient expenditure of public funds relating to the subjects addressed in the general plan.

(2) Provide by April 1 of each year an annual report to the legislative body, the Office of Planning and Research, and the Department of Housing and Community Development that includes all of the following:

(A) The status of the plan and progress in its implementation.

(B) The progress in meeting its share of regional housing needs determined pursuant to Section 65584 and local efforts to remove governmental constraints to the maintenance, improvement, and development of housing pursuant to paragraph (3) of subdivision (c) of Section 65583.

The housing element portion of the annual report, as required by this paragraph, shall be prepared through the use of forms and definitions adopted by the Department of Housing and Community Development pursuant to

the rulemaking provisions of the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2). Prior to and after adoption of the forms, the housing element portion of the annual report shall include a section that describes the actions taken by the local government towards completion of the programs and status of the local government's compliance with the deadlines in its housing element. That report shall be considered at an annual public meeting before the legislative body where members of the public shall be allowed to provide oral testimony and written comments.

(C) The degree to which its approved general plan complies with the guidelines developed and adopted pursuant to Section 65040.2 and the date of the last revision to the general plan.

(b) If a court finds, upon a motion to that effect, that a city, county, or city and county failed to submit, within 60 days of the deadline established in this section, the housing element portion of the report required pursuant to subparagraph (B) of paragraph (2) of subdivision (a) that substantially complies with the requirements of this section, the court shall issue an order or judgment compelling compliance with this section within 60 days. If the city, county, or city and county fails to comply with the court's order within 60 days, the plaintiff or petitioner may move for sanctions, and the court may, upon that motion, grant appropriate sanctions. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out within 60 days, the court may issue further orders as provided by law to ensure that the purposes and policies of this section are fulfilled. This subdivision applies to proceedings initiated on or after the first day of October following the adoption of forms and definitions by the Department of Housing and Community Development pursuant to paragraph (2) of subdivision (a), but no sooner than six months following that adoption.

SEC. 7. Section 65583 of the Government Code is amended to read:

65583. The housing element shall consist of an identification and analysis of existing and projected housing needs and a statement of goals, policies, quantified objectives, financial resources, and scheduled programs for the preservation, improvement, and development of housing. The housing element shall identify adequate sites for housing, including rental housing, factory-built housing, mobilehomes, and emergency shelters, and shall make adequate provision for the existing and projected needs of all economic segments of the community. The element shall contain all of the following:

(a) An assessment of housing needs and an inventory of resources and constraints relevant to the meeting of these needs. The assessment and inventory shall include all of the following:

(1) An analysis of population and employment trends and documentation of projections and a quantification of the locality's existing and projected housing needs for all income levels, including extremely low income households, as defined in subdivision (b) of Section 50105 and Section 50106 of the Health and Safety Code. These existing and projected needs shall include the locality's share of the regional housing need in accordance with Section 65584. Local agencies shall calculate the subset of very low income households allotted under Section 65584 that qualify as extremely low income households. The local agency may either use available census data to calculate the percentage of very low income households that qualify as extremely low income households or presume that 50 percent of the very low income households qualify as extremely low income households. The number of extremely low income households and very low income households shall equal the jurisdiction's allocation of very low income households pursuant to Section 65584.

(2) An analysis and documentation of household characteristics, including level of payment compared to ability to pay, housing characteristics, including overcrowding, and housing stock condition.

(3) An inventory of land suitable for residential development, including vacant sites and sites having potential for redevelopment, and an analysis of the relationship of zoning and public facilities and services to these sites.

(4) (A) The identification of a zone or zones where emergency shelters are allowed as a permitted use without a conditional use or other discretionary permit. The identified zone or zones shall include sufficient capacity to accommodate the need for emergency shelter identified in paragraph (7), except that each local government shall identify a zone or zones that can accommodate at least one year-round emergency shelter. If the local government cannot identify a zone or zones with sufficient capacity, the local government shall include a program to amend its zoning ordinance to meet the requirements of this paragraph within one year of the adoption of the housing element. The local government may identify additional zones where emergency shelters are permitted with a conditional use permit. The local government shall also demonstrate that existing or proposed permit processing, development, and management standards are objective and encourage and facilitate the development of, or conversion to, emergency shelters. Emergency shelters may only be subject to

those development and management standards that apply to residential or commercial development within the same zone except that a local government may apply written, objective standards that include all of the following:

- (i) The maximum number of beds or persons permitted to be served nightly by the facility.
- (ii) Off-street parking based upon demonstrated need, provided that the standards do not require more parking for emergency shelters than for other residential or commercial uses within the same zone.
- (iii) The size and location of exterior and interior onsite waiting and client intake areas.
- (iv) The provision of onsite management.
- (v) The proximity to other emergency shelters, provided that emergency shelters are not required to be more than 300 feet apart.
- (vi) The length of stay.
- (vii) Lighting.
- (viii) Security during hours that the emergency shelter is in operation.

(B) The permit processing, development, and management standards applied under this paragraph shall not be deemed to be discretionary acts within the meaning of the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code).

(C) A local government that can demonstrate to the satisfaction of the department the existence of one or more emergency shelters either within its jurisdiction or pursuant to a multijurisdictional agreement that can accommodate that jurisdiction's need for emergency shelter identified in paragraph (7) may comply with the zoning requirements of subparagraph (A) by identifying a zone or zones where new emergency shelters are allowed with a conditional use permit.

(D) A local government with an existing ordinance or ordinances that comply with this paragraph shall not be required to take additional action to identify zones for emergency shelters. The housing element must only describe how existing ordinances, policies, and standards are consistent with the requirements of this paragraph.

(5) An analysis of potential and actual governmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the types of housing identified in paragraph (1) of subdivision (c), and for persons with disabilities as identified in the analysis pursuant to paragraph (7), including land use controls, building codes and their enforcement, site improvements, fees and other exactions required of developers, and local processing and permit procedures. The analysis shall also demonstrate local efforts to remove governmental constraints that hinder the locality from meeting its share of the regional housing need in accordance with Section 65584 and from meeting the need for housing for persons with disabilities, supportive housing, transitional housing, and emergency shelters identified pursuant to paragraph (7). Transitional housing and supportive housing shall be considered a residential use of property, and shall be subject only to those restrictions that apply to other residential dwellings of the same type in the same zone.

(6) An analysis of potential and actual nongovernmental constraints upon the maintenance, improvement, or development of housing for all income levels, including the availability of financing, the price of land, and the cost of construction.

(7) An analysis of any special housing needs, such as those of the elderly, persons with disabilities, large families, farmworkers, families with female heads of households, and families and persons in need of emergency shelter. The need for emergency shelter shall be assessed based on annual and seasonal need. The need for emergency shelter may be reduced by the number of supportive housing units that are identified in an adopted 10-year plan to end chronic homelessness and that are either vacant or for which funding has been identified to allow construction during the planning period.

(8) An analysis of opportunities for energy conservation with respect to residential development.

(9) An analysis of existing assisted housing developments that are eligible to change from low-income housing uses during the next 10 years due to termination of subsidy contracts, mortgage prepayment, or expiration of restrictions on use. "Assisted housing developments," for the purpose of this section, shall mean multifamily rental housing that receives governmental assistance under federal programs listed in subdivision (a) of Section 65863.10, state and local multifamily revenue bond programs, local redevelopment programs, the federal

Community Development Block Grant Program, or local in-lieu fees. "Assisted housing developments" shall also include multifamily rental units that were developed pursuant to a local inclusionary housing program or used to qualify for a density bonus pursuant to Section 65916.

(A) The analysis shall include a listing of each development by project name and address, the type of governmental assistance received, the earliest possible date of change from low-income use and the total number of elderly and nonelderly units that could be lost from the locality's low-income housing stock in each year during the 10-year period. For purposes of state and federally funded projects, the analysis required by this subparagraph need only contain information available on a statewide basis.

(B) The analysis shall estimate the total cost of producing new rental housing that is comparable in size and rent levels, to replace the units that could change from low-income use, and an estimated cost of preserving the assisted housing developments. This cost analysis for replacement housing may be done aggregately for each five-year period and does not have to contain a project-by-project cost estimate.

(C) The analysis shall identify public and private nonprofit corporations known to the local government which have legal and managerial capacity to acquire and manage these housing developments.

(D) The analysis shall identify and consider the use of all federal, state, and local financing and subsidy programs which can be used to preserve, for lower income households, the assisted housing developments, identified in this paragraph, including, but not limited to, federal Community Development Block Grant Program funds, tax increment funds received by a redevelopment agency of the community, and administrative fees received by a housing authority operating within the community. In considering the use of these financing and subsidy programs, the analysis shall identify the amounts of funds under each available program which have not been legally obligated for other purposes and which could be available for use in preserving assisted housing developments.

(b) (1) A statement of the community's goals, quantified objectives, and policies relative to the maintenance, preservation, improvement, and development of housing.

(2) It is recognized that the total housing needs identified pursuant to subdivision (a) may exceed available resources and the community's ability to satisfy this need within the content of the general plan requirements outlined in Article 5 (commencing with Section 65300). Under these circumstances, the quantified objectives need not be identical to the total housing needs. The quantified objectives shall establish the maximum number of housing units by income category, including extremely low income, that can be constructed, rehabilitated, and conserved over a five-year time period.

(c) A program which sets forth a schedule of actions during the planning period, each with a timeline for implementation, which may recognize that certain programs are ongoing, such that there will be beneficial impacts of the programs within the planning period, that the local government is undertaking or intends to undertake to implement the policies and achieve the goals and objectives of the housing element through the administration of land use and development controls, the provision of regulatory concessions and incentives, and the utilization of appropriate federal and state financing and subsidy programs when available and the utilization of moneys in a low- and moderate-income housing fund of an agency if the locality has established a redevelopment project area pursuant to the Community Redevelopment Law (Division 24 (commencing with Section 33000) of the Health and Safety Code). In order to make adequate provision for the housing needs of all economic segments of the community, the program shall do all of the following:

(1) Identify actions that will be taken to make sites available during the planning period of the general plan with appropriate zoning and development standards and with services and facilities to accommodate that portion of the city's or county's share of the regional housing need for each income level that could not be accommodated on sites identified in the inventory completed pursuant to paragraph (3) of subdivision (a) without rezoning, and to comply with the requirements of Section 65584.09. Sites shall be identified as needed to facilitate and encourage the development of a variety of types of housing for all income levels, including multifamily rental housing, factory-built housing, mobilehomes, housing for agricultural employees, supportive housing, single-room occupancy units, emergency shelters, and transitional housing.

(A) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, rezoning of those sites, including adoption of minimum density and development standards, for jurisdictions with an eight-year housing element planning period pursuant to Section 65588, shall be completed no later than three years after either the date the housing element is adopted pursuant to subdivision (f) of Section 65585 or the date that is

90 days after receipt of comments from the department pursuant to subdivision (b) of Section 65585, whichever is earlier, unless the deadline is extended pursuant to subdivision (f). Notwithstanding the foregoing, for a local government that fails to adopt a housing element within 120 days of the statutory deadline in Section 65588 for adoption of the housing element, rezoning of those sites, including adoption of minimum density and development standards, shall be completed no later than three years and 120 days from the statutory deadline in Section 65588 for adoption of the housing element.

(B) Where the inventory of sites, pursuant to paragraph (3) of subdivision (a), does not identify adequate sites to accommodate the need for groups of all household income levels pursuant to Section 65584, the program shall identify sites that can be developed for housing within the planning period pursuant to subdivision (h) of Section 65583.2. The identification of sites shall include all components specified in subdivision (b) of Section 65583.2.

(C) Where the inventory of sites pursuant to paragraph (3) of subdivision (a) does not identify adequate sites to accommodate the need for farmworker housing, the program shall provide for sufficient sites to meet the need with zoning that permits farmworker housing use by right, including density and development standards that could accommodate and facilitate the feasibility of the development of farmworker housing for low- and very low income households.

(2) Assist in the development of adequate housing to meet the needs of extremely low, very low, low-, and moderate-income households.

(3) Address and, where appropriate and legally possible, remove governmental constraints to the maintenance, improvement, and development of housing, including housing for all income levels and housing for persons with disabilities. The program shall remove constraints to, and provide reasonable accommodations for housing designed for, intended for occupancy by, or with supportive services for, persons with disabilities.

(4) Conserve and improve the condition of the existing affordable housing stock, which may include addressing ways to mitigate the loss of dwelling units demolished by public or private action.

(5) Promote housing opportunities for all persons regardless of race, religion, sex, marital status, ancestry, national origin, color, familial status, or disability.

(6) Preserve for lower income households the assisted housing developments identified pursuant to paragraph (9) of subdivision (a). The program for preservation of the assisted housing developments shall utilize, to the extent necessary, all available federal, state, and local financing and subsidy programs identified in paragraph (9) of subdivision (a), except where a community has other urgent needs for which alternative funding sources are not available. The program may include strategies that involve local regulation and technical assistance.

(7) The program shall include an identification of the agencies and officials responsible for the implementation of the various actions and the means by which consistency will be achieved with other general plan elements and community goals. The local government shall make a diligent effort to achieve public participation of all economic segments of the community in the development of the housing element, and the program shall describe this effort.

(d) (1) A local government may satisfy all or part of its requirement to identify a zone or zones suitable for the development of emergency shelters pursuant to paragraph (4) of subdivision (a) by adopting and implementing a multijurisdictional agreement, with a maximum of two other adjacent communities, that requires the participating jurisdictions to develop at least one year-round emergency shelter within two years of the beginning of the planning period.

(2) The agreement shall allocate a portion of the new shelter capacity to each jurisdiction as credit towards its emergency shelter need, and each jurisdiction shall describe how the capacity was allocated as part of its housing element.

(3) Each member jurisdiction of a multijurisdictional agreement shall describe in its housing element all of the following:

(A) How the joint facility will meet the jurisdiction's emergency shelter need.

(B) The jurisdiction's contribution to the facility for both the development and ongoing operation and management of the facility.

(C) The amount and source of the funding that the jurisdiction contributes to the facility.

(4) The aggregate capacity claimed by the participating jurisdictions in their housing elements shall not exceed the actual capacity of the shelter.

(e) Except as otherwise provided in this article, amendments to this article that alter the required content of a housing element shall apply to both of the following:

(1) A housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when a city, county, or city and county submits a draft to the department for review pursuant to Section 65585 more than 90 days after the effective date of the amendment to this section.

(2) Any housing element or housing element amendment prepared pursuant to subdivision (e) of Section 65588 or Section 65584.02, when the city, county, or city and county fails to submit the first draft to the department before the due date specified in Section 65588 or 65584.02.

(f) The deadline for completing required rezoning pursuant to subparagraph (A) of paragraph (1) of subdivision (c) shall be extended by one year if the local government has completed the rezoning at densities sufficient to accommodate at least 75 percent of the sites for low- and very low income households and if the legislative body at the conclusion of a public hearing determines, based upon substantial evidence, that any of the following circumstances exist:

(1) The local government has been unable to complete the rezoning because of the action or inaction beyond the control of the local government of any other state federal or local agency.

(2) The local government is unable to complete the rezoning because of infrastructure deficiencies due to fiscal or regulatory constraints.

(3) The local government must undertake a major revision to its general plan in order to accommodate the housing related policies of a sustainable communities strategy or an alternative planning strategy adopted pursuant to Section 65080.

The resolution and the findings shall be transmitted to the department together with a detailed budget and schedule for preparation and adoption of the required rezonings, including plans for citizen participation and expected interim action. The schedule shall provide for adoption of the required rezoning within one year of the adoption of the resolution.

(g) (1) If a local government fails to complete the rezoning by the deadline provided in subparagraph (A) of paragraph (1) of subdivision (c), as it may be extended pursuant to subdivision (f), except as provided in paragraph (2), a local government may not disapprove a housing development project, nor require a conditional use permit, planned unit development permit, or other locally imposed discretionary permit, or impose a condition that would render the project infeasible, if the housing development project (A) is proposed to be located on a site required to be rezoned pursuant to the program action required by that subparagraph; and (B) complies with applicable, objective general plan and zoning standards and criteria, including design review standards, described in the program action required by that subparagraph. Any subdivision of sites shall be subject to the Subdivision Map Act. Design review shall not constitute a "project" for purposes of Division 13 (commencing with Section 21000) of the Public Resources Code.

(2) A local government may disapprove a housing development described in paragraph (1) if it makes written findings supported by substantial evidence on the record that both of the following conditions exist:

(A) The housing development project would have a specific, adverse impact upon the public health or safety unless the project is disapproved or approved upon the condition that the project be developed at a lower density. As used in this paragraph, a "specific, adverse impact" means a significant, quantifiable, direct, and unavoidable impact, based on objective, identified written public health or safety standards, policies, or conditions as they existed on the date the application was deemed complete.

(B) There is no feasible method to satisfactorily mitigate or avoid the adverse impact identified pursuant to paragraph (1), other than the disapproval of the housing development project or the approval of the project upon the condition that it be developed at a lower density.

(3) The applicant or any interested person may bring an action to enforce this subdivision. If a court finds that the local agency disapproved a project or conditioned its approval in violation of this subdivision, the court shall issue an order or judgment compelling compliance within 60 days. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment has not been carried

out within 60 days, the court may issue further orders to ensure that the purposes and policies of this subdivision are fulfilled. In any such action, the city, county, or city and county shall bear the burden of proof.

(4) For purposes of this subdivision, "housing development project" means a project to construct residential units for which the project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of at least 49 percent of the housing units for very low, low-, and moderate-income households with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing.

(h) An action to enforce the program actions of the housing element shall be brought pursuant to Section 1085 of the Code of Civil Procedure.

SEC. 8. Section 65584.01 of the Government Code is amended to read:

65584.01. (a) For the fourth and subsequent revision of the housing element pursuant to Section 65588, the department, in consultation with each council of governments, where applicable, shall determine the existing and projected need for housing for each region in the following manner:

(b) The department's determination shall be based upon population projections produced by the Department of Finance and regional population forecasts used in preparing regional transportation plans, in consultation with each council of governments. If the total regional population forecast for the planning period, developed by the council of governments and used for the preparation of the regional transportation plan, is within a range of 3 percent of the total regional population forecast for the planning period over the same time period by the Department of Finance, then the population forecast developed by the council of governments shall be the basis from which the department determines the existing and projected need for housing in the region. If the difference between the total population growth projected by the council of governments and the total population growth projected for the region by the Department of Finance is greater than 3 percent, then the department and the council of governments shall meet to discuss variances in methodology used for population projections and seek agreement on a population projection for the region to be used as a basis for determining the existing and projected housing need for the region. If no agreement is reached, then the population projection for the region shall be the population projection for the region prepared by the Department of Finance as may be modified by the department as a result of discussions with the council of governments.

(c) (1) At least 26 months prior to the scheduled revision pursuant to Section 65588 and prior to developing the existing and projected housing need for a region, the department shall meet and consult with the council of governments regarding the assumptions and methodology to be used by the department to determine the region's housing needs. The council of governments shall provide data assumptions from the council's projections, including, if available, the following data for the region:

(A) Anticipated household growth associated with projected population increases.

(B) Household size data and trends in household size.

(C) The rate of household formation, or headship rates, based on age, gender, ethnicity, or other established demographic measures.

(D) The vacancy rates in existing housing stock, and the vacancy rates for healthy housing market functioning and regional mobility, as well as housing replacement needs.

(E) Other characteristics of the composition of the projected population.

(F) The relationship between jobs and housing, including any imbalance between jobs and housing.

(2) The department may accept or reject the information provided by the council of governments or modify its own assumptions or methodology based on this information. After consultation with the council of governments, the department shall make determinations in writing on the assumptions for each of the factors listed in subparagraphs (A) to (F), inclusive, of paragraph (1) and the methodology it shall use and shall provide these determinations to the council of governments.

(d) (1) After consultation with the council of governments, the department shall make a determination of the region's existing and projected housing need based upon the assumptions and methodology determined pursuant to subdivision (c). The region's existing and projected housing need shall reflect the achievement of a feasible balance between jobs and housing within the region using the regional employment projections in the

applicable regional transportation plan. Within 30 days following notice of the determination from the department, the council of governments may file an objection to the department's determination of the region's existing and projected housing need with the department.

(2) The objection shall be based on and substantiate either of the following:

(A) The department failed to base its determination on the population projection for the region established pursuant to subdivision (b), and shall identify the population projection which the council of governments believes should instead be used for the determination and explain the basis for its rationale.

(B) The regional housing need determined by the department is not a reasonable application of the methodology and assumptions determined pursuant to subdivision (c). The objection shall include a proposed alternative determination of its regional housing need based upon the determinations made in subdivision (c), including analysis of why the proposed alternative would be a more reasonable application of the methodology and assumptions determined pursuant to subdivision (c).

(3) If a council of governments files an objection pursuant to this subdivision and includes with the objection a proposed alternative determination of its regional housing need, it shall also include documentation of its basis for the alternative determination. Within 45 days of receiving an objection filed pursuant to this section, the department shall consider the objection and make a final written determination of the region's existing and projected housing need that includes an explanation of the information upon which the determination was made.

SEC. 9. Section 65584.02 of the Government Code is amended to read:

65584.02. (a) For the fourth and subsequent revisions of the housing element pursuant to Section 65588, the existing and projected need for housing may be determined for each region by the department as follows, as an alternative to the process pursuant to Section 65584.01:

(1) In a region in which at least one subregion has accepted delegated authority pursuant to Section 65584.03, the region's housing need shall be determined at least 26 months prior to the housing element update deadline pursuant to Section 65588. In a region in which no subregion has accepted delegation pursuant to Section 65584.03, the region's housing need shall be determined at least 24 months prior to the housing element deadline.

(2) At least six months prior to the department's determination of regional housing need pursuant to paragraph (1), a council of governments may request the use of population and household forecast assumptions used in the regional transportation plan. This request shall include all of the following:

(A) Proposed data and assumptions for factors contributing to housing need beyond household growth identified in the forecast. These factors shall include allowance for vacant or replacement units, and may include other adjustment factors.

(B) A proposed planning period that is not longer than the period of time covered by the regional transportation improvement plan or plans of the region pursuant to Section 14527, but a period not less than five years, and not longer than six years.

(C) A comparison between the population and household assumptions used for the Regional Transportation Plan with population and household estimates and projections of the Department of Finance.

(b) The department shall consult with the council of governments regarding requests submitted pursuant to paragraph (2) of subdivision (a). The department may seek advice and consult with the Demographic Research Unit of the Department of Finance, the State Department of Transportation, a representative of a contiguous council of governments, and any other party as deemed necessary. The department may request that the council of governments revise data, assumptions, or methodology to be used for the determination of regional housing need, or may reject the request submitted pursuant to paragraph (2) of subdivision (a). Subsequent to consultation with the council of governments, the department will respond in writing to requests submitted pursuant to paragraph (1) of subdivision (a).

(c) If the council of governments does not submit a request pursuant to subdivision (a), or if the department rejects the request of the council of governments, the determination for the region shall be made pursuant to Sections 65584 and 65584.01.

SEC. 10. Section 65584.04 of the Government Code is amended to read:

65584.04. (a) At least two years prior to a scheduled revision required by Section 65588, each council of governments, or delegate subregion as applicable, shall develop a proposed methodology for distributing the existing and projected regional housing need to cities, counties, and cities and counties within the region or within the subregion, where applicable pursuant to this section. The methodology shall be consistent with the objectives listed in subdivision (d) of Section 65584.

(b) (1) No more than six months prior to the development of a proposed methodology for distributing the existing and projected housing need, each council of governments shall survey each of its member jurisdictions to request, at a minimum, information regarding the factors listed in subdivision (d) that will allow the development of a methodology based upon the factors established in subdivision (d).

(2) The council of governments shall seek to obtain the information in a manner and format that is comparable throughout the region and utilize readily available data to the extent possible.

(3) The information provided by a local government pursuant to this section shall be used, to the extent possible, by the council of governments, or delegate subregion as applicable, as source information for the methodology developed pursuant to this section. The survey shall state that none of the information received may be used as a basis for reducing the total housing need established for the region pursuant to Section 65584.01.

(4) If the council of governments fails to conduct a survey pursuant to this subdivision, a city, county, or city and county may submit information related to the items listed in subdivision (d) prior to the public comment period provided for in subdivision (c).

(c) Public participation and access shall be required in the development of the methodology and in the process of drafting and adoption of the allocation of the regional housing needs. Participation by organizations other than local jurisdictions and councils of governments shall be solicited in a diligent effort to achieve public participation of all economic segments of the community. The proposed methodology, along with any relevant underlying data and assumptions, and an explanation of how information about local government conditions gathered pursuant to subdivision (b) has been used to develop the proposed methodology, and how each of the factors listed in subdivision (d) is incorporated into the methodology, shall be distributed to all cities, counties, any subregions, and members of the public who have made a written request for the proposed methodology. The council of governments, or delegate subregion, as applicable, shall conduct at least one public hearing to receive oral and written comments on the proposed methodology.

(d) To the extent that sufficient data is available from local governments pursuant to subdivision (b) or other sources, each council of governments, or delegate subregion as applicable, shall include the following factors to develop the methodology that allocates regional housing needs:

(1) Each member jurisdiction's existing and projected jobs and housing relationship.

(2) The opportunities and constraints to development of additional housing in each member jurisdiction, including all of the following:

(A) Lack of capacity for sewer or water service due to federal or state laws, regulations or regulatory actions, or supply and distribution decisions made by a sewer or water service provider other than the local jurisdiction that preclude the jurisdiction from providing necessary infrastructure for additional development during the planning period.

(B) The availability of land suitable for urban development or for conversion to residential use, the availability of underutilized land, and opportunities for infill development and increased residential densities. The council of governments may not limit its consideration of suitable housing sites or land suitable for urban development to existing zoning ordinances and land use restrictions of a locality, but shall consider the potential for increased residential development under alternative zoning ordinances and land use restrictions. The determination of available land suitable for urban development may exclude lands where the Federal Emergency Management Agency (FEMA) or the Department of Water Resources has determined that the flood management infrastructure designed to protect that land is not adequate to avoid the risk of flooding.

(C) Lands preserved or protected from urban development under existing federal or state programs, or both, designed to protect open space, farmland, environmental habitats, and natural resources on a long-term basis.

(D) County policies to preserve prime agricultural land, as defined pursuant to Section 56064, within an unincorporated area.

- (3) The distribution of household growth assumed for purposes of a comparable period of regional transportation plans and opportunities to maximize the use of public transportation and existing transportation infrastructure.
- (4) The market demand for housing.
- (5) Agreements between a county and cities in a county to direct growth toward incorporated areas of the county.
- (6) The loss of units contained in assisted housing developments, as defined in paragraph (9) of subdivision (a) of Section 65583, that changed to non-low-income use through mortgage prepayment, subsidy contract expirations, or termination of use restrictions.
- (7) High-housing cost burdens.
- (8) The housing needs of farmworkers.
- (9) The housing needs generated by the presence of a private university or a campus of the California State University or the University of California within any member jurisdiction.
- (10) Any other factors adopted by the council of governments.
- (e) The council of governments, or delegate subregion, as applicable, shall explain in writing how each of the factors described in subdivision (d) was incorporated into the methodology and how the methodology is consistent with subdivision (d) of Section 65584. The methodology may include numerical weighting.
- (f) Any ordinance, policy, voter-approved measure, or standard of a city or county that directly or indirectly limits the number of residential building permits issued by a city or county shall not be a justification for a determination or a reduction in the share of a city or county of the regional housing need.
- (g) In addition to the factors identified pursuant to subdivision (d), the council of governments, or delegate subregion, as applicable, shall identify any existing local, regional, or state incentives, such as a priority for funding or other incentives available to those local governments that are willing to accept a higher share than proposed in the draft allocation to those local governments by the council of governments or delegate subregion pursuant to Section 65584.05.
- (h) Following the conclusion of the 60-day public comment period described in subdivision (c) on the proposed allocation methodology, and after making any revisions deemed appropriate by the council of governments, or delegate subregion, as applicable, as a result of comments received during the public comment period, each council of governments, or delegate subregion, as applicable, shall adopt a final regional, or subregional, housing need allocation methodology and provide notice of the adoption of the methodology to the jurisdictions within the region, or delegate subregion as applicable, and to the department.
- (i) (1) It is the intent of the Legislature that housing planning be coordinated and integrated with the regional transportation plan. To achieve this goal, the allocation plan shall allocate housing units within the region consistent with the development pattern included in the sustainable communities strategy.
- (2) The final allocation plan shall ensure that the total regional housing need, by income category, as determined under Section 65584, is maintained, and that each jurisdiction in the region receive an allocation of units for low- and very low income households.
- (3) The resolution approving the final housing need allocation plan shall demonstrate that the plan is consistent with the sustainable communities strategy in the regional transportation plan.

SEC. 11. Section 65587 of the Government Code is amended to read:

65587. (a) Each city, county, or city and county shall bring its housing element, as required by subdivision (c) of Section 65302, into conformity with the requirements of this article on or before October 1, 1981, and the deadlines set by Section 65588. Except as specifically provided in subdivision (b) of Section 65361, the Director of Planning and Research shall not grant an extension of time from these requirements.

(b) Any action brought by any interested party to review the conformity with the provisions of this article of any housing element or portion thereof or revision thereto shall be brought pursuant to Section 1085 of the Code of Civil Procedure; the court's review of compliance with the provisions of this article shall extend to whether the

housing element or portion thereof or revision thereto substantially complies with the requirements of this article.

(c) If a court finds that an action of a city, county, or city and county, which is required to be consistent with its general plan, does not comply with its housing element, the city, county, or city and county shall bring its action into compliance within 60 days. However, the court shall retain jurisdiction throughout the period for compliance to enforce its decision. Upon the court's determination that the 60-day period for compliance would place an undue hardship on the city, county, or city and county, the court may extend the time period for compliance by an additional 60 days.

(d) (1) If a court finds that a city, county, or city and county failed to complete the rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583, as that deadline may be modified by the extension provided for in subdivision (f) of that section, the court shall issue an order or judgment, after considering the equities of the circumstances presented by all parties, compelling the local government to complete the rezoning within 60 days or the earliest time consistent with public hearing notice requirements in existence at the time the action was filed. The court shall retain jurisdiction to ensure that its order or judgment is carried out. If the court determines that its order or judgment is not carried out, the court shall issue further orders to ensure that the purposes and policies of this article are fulfilled, including ordering, after considering the equities of the circumstances presented by all parties, that any rezoning required by subparagraph (A) of paragraph (1) of subdivision (c) of Section 65583 be completed within 60 days or the earliest time consistent with public hearing notice requirements in existence at the time the action was filed and may impose sanctions on the city, county, or city and county.

(2) Any interested person may bring an action to compel compliance with the deadlines and requirements of paragraphs (1), (2), and (3) of subdivision (c) of Section 65583. The action shall be brought pursuant to Section 1085 of the Code of Civil Procedure. An action may be brought pursuant to the notice and accrual provisions of subdivision (d) of Section 65009. In any such action, the city, county, or city and county shall bear the burden of proof.

SEC. 12. Section 65588 of the Government Code is amended to read:

65588. (a) Each local government shall review its housing element as frequently as appropriate to evaluate all of the following:

(1) The appropriateness of the housing goals, objectives, and policies in contributing to the attainment of the state housing goal.

(2) The effectiveness of the housing element in attainment of the community's housing goals and objectives.

(3) The progress of the city, county, or city and county in implementation of the housing element.

(b) Except as provided in paragraph (7) of subdivision (e), the housing element shall be revised as appropriate, but not less than every eight years, to reflect the results of this periodic review, by those local governments that are located within a region covered by (1) a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act or (2) a metropolitan planning organization or regional transportation planning agency that is required, or has elected pursuant to subparagraph (L) of paragraph (2) of subdivision (b) of Section 65080, to adopt a regional transportation plan not less than every four years, except that a local government that does not adopt a housing element within 120 days of the statutory deadline for adoption of the housing element shall revise its housing element as appropriate, but not less than every four years. The housing element shall be revised, as appropriate, but not less than every five years by those local governments that are located within a region covered by a metropolitan planning organization or regional transportation planning agency that is required to adopt a regional transportation plan not less than every five years, to reflect the results of this periodic review. Nothing in this section shall be construed to excuse the obligations of the local government to adopt a revised housing element no later than the date specified in this section.

(c) The review and revision of housing elements required by this section shall take into account any low- or moderate-income housing provided or required pursuant to Section 65590.

(d) The review pursuant to subdivision (c) shall include, but need not be limited to, the following:

(1) The number of new housing units approved for construction within the coastal zone after January 1, 1982.

- (2) The number of housing units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, required to be provided in new housing developments either within the coastal zone or within three miles of the coastal zone pursuant to Section 65590.
- (3) The number of existing residential dwelling units occupied by persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been authorized to be demolished or converted since January 1, 1982, in the coastal zone.
- (4) The number of residential dwelling units for persons and families of low or moderate income, as defined in Section 50093 of the Health and Safety Code, that have been required for replacement or authorized to be converted or demolished as identified in paragraph (3). The location of the replacement units, either onsite, elsewhere within the locality's jurisdiction within the coastal zone, or within three miles of the coastal zone within the locality's jurisdiction, shall be designated in the review.
- (e) Notwithstanding subdivision (b) or the date of adoption of the housing elements previously in existence, each city, county, and city and county shall revise its housing element according to the following schedule:
- (1) Local governments within the regional jurisdiction of the Southern California Association of Governments: June 30, 2006, for the fourth revision.
- (2) Local governments within the regional jurisdiction of the Association of Bay Area Governments: June 30, 2007, for the fourth revision.
- (3) Local governments within the regional jurisdiction of the Council of Fresno County Governments, the Kern County Council of Governments, and the Sacramento Area Council of Governments: June 30, 2002, for the third revision, and June 30, 2008, for the fourth revision.
- (4) Local governments within the regional jurisdiction of the Association of Monterey Bay Area Governments: December 31, 2002, for the third revision, and June 30, 2009, for the fourth revision.
- (5) Local governments within the regional jurisdiction of the San Diego Association of Governments: June 30, 2005, for the fourth revision.
- (6) All other local governments: December 31, 2003, for the third revision, and June 30, 2009, for the fourth revision.
- (7) (A) All local governments within a metropolitan planning organization in a region classified as nonattainment for one or more pollutants regulated by the federal Clean Air Act (42 U.S.C. Sec. 7506), except those within the regional jurisdiction of the San Diego Association of Governments, shall adopt the fifth revision of the housing element no later than 18 months after adoption of the first regional transportation plan to be adopted after September 30, 2010.
- (B) All local governments within the regional jurisdiction of the San Diego Association of Governments shall adopt their fifth revision no more than five years from the fourth revision and their sixth revision no later than 18 months after adoption of the first regional transportation plan to be adopted after the fifth revision due date.
- (C) All local governments within the regional jurisdiction of a metropolitan planning organization or a regional transportation planning agency that has made an election pursuant to subparagraph (L) of paragraph (2) of subdivision (b) of Section 65080 shall be subject to the eight-year planning period pursuant to subdivision (b) of Section 65588 and shall adopt its next housing element 18 months after adoption of the first regional transportation plan following the election.
- (f) For purposes of this article, "planning period" shall be the time period for periodic revision of the housing element pursuant to this section.

SEC. 13. Section 21061.3 of the Public Resources Code is amended to read:

21061.3. "Infill site" means a site in an urbanized area that meets either of the following criteria:

(a) The site has not been previously developed for urban uses and both of the following apply:

- (1) The site is immediately adjacent to parcels that are developed with qualified urban uses, or at least 75 percent of the perimeter of the site adjoins parcels that are developed with qualified urban uses, and the remaining 25 percent of the site adjoins parcels that have previously been developed for qualified urban uses.

(2) No parcel within the site has been created within the past 10 years unless the parcel was created as a result of the plan of a redevelopment agency.

(b) The site has been previously developed for qualified urban uses.

SEC. 14. Chapter 4.2 (commencing with Section 21155) is added to Division 13 of the Public Resources Code, to read:

CHAPTER 4.2. Implementation of the Sustainable Communities Strategy

21155. (a) This chapter applies only to a transit priority project that is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emission reduction targets.

(b) For purposes of this chapter, a transit priority project shall (1) contain at least 50 percent residential use, based on total building square footage and, if the project contains between 26 percent and 50 percent nonresidential uses, a floor area ratio of not less than 0.75; (2) provide a minimum net density of at least 20 dwelling units per acre; and (3) be within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours. A project shall be considered to be within one-half mile of a major transit stop or high-quality transit corridor if all parcels within the project have no more than 25 percent of their area farther than one-half mile from the stop or corridor and if not more than 10 percent of the residential units or 100 units, whichever is less, in the project are farther than one-half mile from the stop or corridor.

21155.1. If the legislative body finds, after conducting a public hearing, that a transit priority project meets all of the requirements of subdivisions (a) and (b) and one of the requirements of subdivision (c), the transit priority project is declared to be a sustainable communities project and shall be exempt from this division.

(a) The transit priority project complies with all of the following environmental criteria:

(1) The transit priority project and other projects approved prior to the approval of the transit priority project but not yet built can be adequately served by existing utilities, and the transit priority project applicant has paid, or has committed to pay, all applicable in-lieu or development fees.

(2) (A) The site of the transit priority project does not contain wetlands or riparian areas and does not have significant value as a wildlife habitat, and the transit priority project does not harm any species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531 et seq.), the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code), or the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), and the project does not cause the destruction or removal of any species protected by a local ordinance in effect at the time the application for the project was deemed complete.

(B) For the purposes of this paragraph, "wetlands" has the same meaning as in the United States Fish and Wildlife Service Manual, Part 660 FW 2 (June 21, 1993).

(C) For the purposes of this paragraph:

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

(ii) "Wildlife habitat" means the ecological communities upon which wild animals, birds, plants, fish, amphibians, and invertebrates depend for their conservation and protection.

(iii) Habitat of "significant value" includes wildlife habitat of national, statewide, regional, or local importance; habitat for species protected by the federal Endangered Species Act of 1973 (16 U.S.C. Sec. 1531, et seq.), the California Endangered Species Act (Chapter 1.5 (commencing with Section 2050) of Division 3 of the Fish and Game Code), or the Native Plant Protection Act (Chapter 10 (commencing with Section 1900) of Division 2 of the Fish and Game Code); habitat identified as candidate, fully protected, sensitive, or species of special status by local, state, or federal agencies; or habitat essential to the movement of resident or migratory wildlife.

(3) The site of the transit priority project is not included on any list of facilities and sites compiled pursuant to Section 65962.5 of the Government Code.

(4) The site of the transit priority project is subject to a preliminary endangerment assessment prepared by a registered environmental assessor to determine the existence of any release of a hazardous substance on the site and to determine the potential for exposure of future occupants to significant health hazards from any nearby property or activity.

(A) If a release of a hazardous substance is found to exist on the site, the release shall be removed or any significant effects of the release shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(B) If a potential for exposure to significant hazards from surrounding properties or activities is found to exist, the effects of the potential exposure shall be mitigated to a level of insignificance in compliance with state and federal requirements.

(5) The transit priority project does not have a significant effect on historical resources pursuant to Section 21084.1.

(6) The transit priority project site is not subject to any of the following:

(A) A wildland fire hazard, as determined by the Department of Forestry and Fire Protection, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a wildland fire hazard.

(B) An unusually high risk of fire or explosion from materials stored or used on nearby properties.

(C) Risk of a public health exposure at a level that would exceed the standards established by any state or federal agency.

(D) Seismic risk as a result of being within a delineated earthquake fault zone, as determined pursuant to Section 2622, or a seismic hazard zone, as determined pursuant to Section 2696, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of an earthquake fault or seismic hazard zone.

(E) Landslide hazard, flood plain, flood way, or restriction zone, unless the applicable general plan or zoning ordinance contains provisions to mitigate the risk of a landslide or flood.

(7) The transit priority project site is not located on developed open space.

(A) For the purposes of this paragraph, "developed open space" means land that meets all of the following criteria:

(i) Is publicly owned, or financed in whole or in part by public funds.

(ii) Is generally open to, and available for use by, the public.

(iii) Is predominantly lacking in structural development other than structures associated with open spaces, including, but not limited to, playgrounds, swimming pools, ballfields, enclosed child play areas, and picnic facilities.

(B) For the purposes of this paragraph, "developed open space" includes land that has been designated for acquisition by a public agency for developed open space, but does not include lands acquired with public funds dedicated to the acquisition of land for housing purposes.

(8) The buildings in the transit priority project are 15 percent more energy efficient than required by Chapter 6 of Title 24 of the California Code of Regulations and the buildings and landscaping are designed to achieve 25 percent less water usage than the average household use in the region.

(b) The transit priority project meets all of the following land use criteria:

- (1) The site of the transit priority project is not more than eight acres in total area.
- (2) The transit priority project does not contain more than 200 residential units.
- (3) The transit priority project does not result in any net loss in the number of affordable housing units within the project area.
- (4) The transit priority project does not include any single level building that exceeds 75,000 square feet.
- (5) Any applicable mitigation measures or performance standards or criteria set forth in the prior environmental impact reports, and adopted in findings, have been or will be incorporated into the transit priority project.
- (6) The transit priority project is determined not to conflict with nearby operating industrial uses.
- (7) The transit priority project is located within one-half mile of a rail transit station or a ferry terminal included in a regional transportation plan or within one-quarter mile of a high-quality transit corridor included in a regional transportation plan.

(c) The transit priority project meets at least one of the following three criteria:

(1) The transit priority project meets both of the following:

(A) At least 20 percent of the housing will be sold to families of moderate income, or not less than 10 percent of the housing will be rented to families of low income, or not less than 5 percent of the housing is rented to families of very low income.

(B) The transit priority project developer provides sufficient legal commitments to the appropriate local agency to ensure the continued availability and use of the housing units for very low, low-, and moderate-income households at monthly housing costs with an affordable housing cost or affordable rent, as defined in Section 50052.5 or 50053 of the Health and Safety Code, respectively, for the period required by the applicable financing. Rental units shall be affordable for at least 55 years. Ownership units shall be subject to resale restrictions or equity sharing requirements for at least 30 years.

(2) The transit priority project developer has paid or will pay in-lieu fees pursuant to a local ordinance in an amount sufficient to result in the development of an equivalent number of units that would otherwise be required pursuant to paragraph (1).

(3) The transit priority project provides public open space equal to or greater than five acres per 1,000 residents of the project.

21155.2. (a) A transit priority project that has incorporated all feasible mitigation measures, performance standards, or criteria set forth in the prior applicable environmental impact reports and adopted in findings made pursuant to Section 21081, shall be eligible for either the provisions of subdivision (b) or (c).

(b) A transit priority project that satisfies the requirements of subdivision (a) may be reviewed through a sustainable communities environmental assessment as follows:

(1) An initial study shall be prepared to identify all significant or potentially significant impacts of the transit priority project, other than those which do not need to be reviewed pursuant to Section 21159.28 based on substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable for the purposes of this subdivision.

(2) The sustainable communities environmental assessment shall contain measures that either avoid or mitigate to a level of insignificance all potentially significant or significant effects of the project required to be identified in the initial study.

(3) A draft of the sustainable communities environmental assessment shall be circulated for public comment for a period of not less than 30 days. Notice shall be provided in the same manner as required for an environmental impact report pursuant to Section 21092.

(4) Prior to acting on the sustainable communities environmental assessment, the lead agency shall consider all comments received.

(5) A sustainable communities environmental assessment may be approved by the lead agency after conducting a public hearing, reviewing the comments received, and finding that:

(A) All potentially significant or significant effects required to be identified in the initial study have been identified and analyzed.

(B) With respect to each significant effect on the environment required to be identified in the initial study, either of the following apply:

(i) Changes or alterations have been required in or incorporated into the project that avoid or mitigate the significant effects to a level of insignificance.

(ii) Those changes or alterations are within the responsibility and jurisdiction of another public agency and have been, or can and should be, adopted by that other agency.

(6) The legislative body of the lead agency shall conduct the public hearing or a planning commission may conduct the public hearing if local ordinances allow a direct appeal of approval of a document prepared pursuant to this division to the legislative body subject to a fee not to exceed five hundred dollars (\$500).

(7) The lead agency's decision to review and approve a transit priority project with a sustainable communities environmental assessment shall be reviewed under the substantial evidence standard.

(c) A transit priority project that satisfies the requirements of subdivision (a) may be reviewed by an environmental impact report that complies with all of the following:

(1) An initial study shall be prepared to identify all significant or potentially significant effects of the transit priority project other than those that do not need to be reviewed pursuant to Section 21159.28 based upon substantial evidence in light of the whole record. The initial study shall identify any cumulative effects that have been adequately addressed and mitigated pursuant to the requirements of this division in prior applicable certified environmental impact reports. Where the lead agency determines that a cumulative effect has been adequately addressed and mitigated, that cumulative effect shall not be treated as cumulatively considerable for the purposes of this subdivision.

(2) An environmental impact report prepared pursuant to this subdivision need only address the significant or potentially significant effects of the transit priority project on the environment identified pursuant to paragraph (1). It is not required to analyze off-site alternatives to the transit priority project. It shall otherwise comply with the requirements of this division.

21155.3. (a) The legislative body of a local jurisdiction may adopt traffic mitigation measures that would apply to transit priority projects. These measures shall be adopted or amended after a public hearing and may include requirements for the installation of traffic control improvements, street or road improvements, and contributions to road improvement or transit funds, transit passes for future residents, or other measures that will avoid or mitigate the traffic impacts of those transit priority projects.

(b) (1) A transit priority project that is seeking a discretionary approval is not required to comply with any additional mitigation measures required by paragraph (1) or (2) of subdivision (a) of Section 21081, for the traffic impacts of that project on intersections, streets, highways, freeways, or mass transit, if the local jurisdiction issuing that discretionary approval has adopted traffic mitigation measures in accordance with this section.

(2) Paragraph (1) does not restrict the authority of a local jurisdiction to adopt feasible mitigation measures with respect to the effects of a project on public health or on pedestrian or bicycle safety.

(c) The legislative body shall review its traffic mitigation measures and update them as needed at least every five years.

SEC. 15. Section 21159.28 is added to the Public Resources Code, to read:

21159.28. (a) If a residential or mixed-use residential project is consistent with the use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy, for which the State Air Resources Board pursuant to subparagraph (I) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code has accepted the metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning

strategy would, if implemented, achieve the greenhouse gas emission reduction targets and if the project incorporates the mitigation measures required by an applicable prior environmental document, then any findings or other determinations for an exemption, a negative declaration, a mitigated negative declaration, a sustainable communities environmental assessment, an environmental impact report, or addenda prepared or adopted for the project pursuant to this division shall not be required to reference, describe, or discuss (1) growth inducing impacts; or (2) any project specific or cumulative impacts from cars and light-duty truck trips generated by the project on global warming or the regional transportation network.

(b) Any environmental impact report prepared for a project described in subdivision (a) shall not be required to reference, describe, or discuss a reduced residential density alternative to address the effects of car and light-duty truck trips generated by the project.

(c) "Regional transportation network," for purposes of this section, means all existing and proposed transportation system improvements, including the state transportation system, that were included in the transportation and air quality conformity modeling, including congestion modeling, for the final regional transportation plan adopted by the metropolitan planning organization, but shall not include local streets and roads. Nothing in the foregoing relieves any project from a requirement to comply with any conditions, exactions, or fees for the mitigation of the project's impacts on the structure, safety, or operations of the regional transportation network or local streets and roads.

(d) A residential or mixed-use residential project is a project where at least 75 percent of the total building square footage of the project consists of residential use or a project that is a transit priority project as defined in Section 21155.

SEC. 16. If the Commission on State Mandates determines that this act contains costs mandated by the state, reimbursement to local agencies and school districts for those costs shall be made pursuant to Part 7 (commencing with Section 17500) of Division 4 of Title 2 of the Government Code.

Appendix 1.2.3

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **AB-1482** directs ongoing updates to the State's climate adaptation strategy and identifies priority actions needed to reduce climate risks.

Sources

Notes

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**Assembly Bill No. 1482****CHAPTER 603**

An act to amend Section 75125 of, and to add Part 3.7 (commencing with Section 71150) to Division 34 of, the Public Resources Code, relating to climate change.

[Approved by Governor October 08, 2015. Filed with Secretary of State October 08, 2015.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1482, Gordon. Climate adaptation.

Existing law establishes the Natural Resources Agency, comprised of departments, boards, conservancies, and commissions responsible for the restoration, protection, and management of the state's natural and cultural resources.

Existing law establishes the Strategic Growth Council in state government and assigns to the council certain duties, including providing, funding, and distributing data and information to local governments and regional agencies that will assist in the development and planning of sustainable communities.

This bill would require the agency, by July 1, 2017, and every 3 years thereafter, to update the state's climate adaptation strategy, as provided. The bill would require the agency, by January 1, 2017, and every 3 years thereafter, to release a draft climate adaptation strategy, as provided. The bill would require state agencies to maximize specified objectives, including, among others, promoting the use of the climate adaptation strategy to inform planning decisions and ensure that state investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure, as defined, when developing physical infrastructure to address adaptation.

This bill also would expand the duties of the council to include identifying and reviewing the activities and funding programs of all state agencies, instead of only the state agencies that are members of the council, to coordinate specified state objectives, including, among others, meeting the goals of the state's climate adaptation strategy.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:**SECTION 1.** The Legislature finds and declares all of the following:

(a) California's climate is changing, posing an escalated threat to public health, the environment, the economy, and public and private property in the state. The increasing frequency of extreme weather events, including floods and heat waves, fires, rising sea levels, and changes in hydrology, including diminishing snowpacks and

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more frequent droughts, among other climate change impacts, will affect every part of residents' lives in the next century and beyond. Planning appropriately for these impacts will help us be better prepared for the future.

(b) The impacts of climate change, including longer droughts, extended floods, prolonged fire seasons with larger and more intense fires, heat waves, and sea level rise, are already creating challenges for public health and safety and causing destructive property damage.

(c) Climate change poses a threat not just to the lives and health of residents but also to the state's economy and to the financial health of our local governments.

(d) According to the Natural Resources Agency's report, "Safeguarding California: Reducing Climate Risk," state-of-the-art modeling shows that a single extreme winter storm in California could cost on the order of \$725,000,000,000, including total direct property losses of nearly \$400,000,000,000 and devastating impacts to residents, the economy, and natural resources.

(e) Adapting to climate change, in addition to reducing the impacts of climate change on California's natural resources and infrastructure, is essential to protecting the state's environment and economy over time and will require coordination across all state departments and agencies.

(f) Given the potential impacts and the long-term nature of effective planning, California needs to take action now.

SEC. 2. Part 3.7 (commencing with Section 71150) is added to Division 34 of the Public Resources Code, to read:

PART 3.7. Climate Change and Climate Adaptation

71150. For purposes of this part, the following terms have the following meanings:

- (a) "Agency" means the Natural Resources Agency.
- (b) "Council" means the Strategic Growth Council.
- (c) "Plan" means the Safeguarding California Plan.

71152. It is the intent of the Legislature to prioritize the state's response to the impacts resulting from climate change by ensuring all state departments and agencies prepare for and are ready to respond to the impacts of climate change, such as extreme weather events, the urban heat island effect, habitat loss, wildfire, sea-level rise, and drought. It also is the intent of the Legislature that the agency consider developing policies to address the impacts of climate change and climate adaptation with a focus on people, places, and water and that actions taken to address climate adaptation should be consistent with the plan.

71153. (a) By July 1, 2017, and every three years thereafter, the agency shall update the state's climate adaptation strategy, known as the plan. As part of the update, the agency shall coordinate with other state agencies to identify a lead agency or group of agencies to lead adaptation efforts in each sector. The updates to the plan shall include all of the following:

(1) Vulnerabilities to climate change by sector, as identified by the lead agency or group of agencies, and regions, including, at a minimum, the following sectors:

- (A) Water.
- (B) Energy.
- (C) Transportation.
- (D) Public health.
- (E) Agriculture.
- (F) Emergency services.
- (G) Forestry.
- (H) Biodiversity and habitat.

(I) Ocean and coastal resources.

(2) Priority actions needed to reduce risks in those sectors, as identified by the lead agency or group of agencies.

(b) By January 1, 2017, and every three years thereafter, the agency shall release a draft plan. Between the release of the draft plan and the publication of the final update of the plan, the agency shall hold at least three public hearings for the purpose of providing an opportunity for the public to review and provide written and oral comments on the draft plan. The public hearings shall be held in northern California, the central valley of California, and southern California.

(c) The agency shall annually report to the Legislature, consistent with Section 9795 of the Government Code, on actions taken by each applicable agency to implement the plan.

71154. To address the vulnerabilities identified in the plan, state agencies shall work to maximize, where applicable and feasible, the following objectives:

(a) Educating the public about the consequences of climate change, such as sea-level rise, extreme weather events, the urban heat island effect, habitat loss, wildfire, drought, threats to infrastructure and agriculture, worsening air and water quality, and public health impacts.

(b) Ensuring there is a continued repository for scientific data on climate change and climate adaptation in the state in order to facilitate educated state and local policy decisions and to help identify primary risks from climate change to residents, property, communities, and natural systems across the state.

(c) (1) Promoting the use of the plan to inform planning decisions and ensure that state investments consider climate change impacts, as well as promote the use of natural systems and natural infrastructure, when developing physical infrastructure to address adaptation.

(2) When developing infrastructure to address adaptation, where feasible, a project alternative should be developed that utilizes existing natural features and ecosystem processes or the restoration of natural features and ecosystem processes to meet the project's goals.

(3) For purposes of this subdivision, "natural infrastructure" means the preservation or restoration of ecological systems or the utilization of engineered systems that use ecological processes to increase resiliency to climate change, manage other environmental hazards, or both. This may include, but need not be limited to, flood plain and wetlands restoration or preservation, combining levees with restored natural systems to reduce flood risk, and urban tree planting to mitigate high heat days.

(d) Encouraging regional collaborative planning efforts to address regional climate change impacts and adaptation strategies.

(e) Promoting drought resiliency through an integrated water supply, delivery, and capture system that is coordinated and that can be resilient to a multiyear drought scenario while protecting water quality and the public health. Establishing both drought preparation programs, which will help create sustainable water systems in the future, and immediate drought response programs, which will reduce water demand or increase supply within one to five years of any declared drought.

(f) Building resilient communities by developing urban greening projects that reduce air pollution and heat reflection in urban areas and create livable, sustainable communities in urban cores to promote infill development and reduce greenhouse gas emissions.

(g) Protecting and enhancing habitat, species strongholds, and wildlife corridors that are critical to the preservation of species that are at risk from the consequences of climate change.

(h) Promoting actions to ensure healthy soils and sustainable agriculture; inform reliable transportation planning; improve emergency management response across sectors; ensure sufficient, reliable, and safe energy; improve capacity to reduce and respond to public health threats; address the impacts of climate change on disadvantaged communities; and protect cultural resources from the impacts of climate change.

SEC. 3. Section 75125 of the Public Resources Code is amended to read:

75125. The council shall do all of the following:

(a) Identify and review activities and funding programs of state agencies that may be coordinated to improve air and water quality, improve natural resource protection, increase the availability of affordable housing, improve transportation, meet the goals of the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code) and the strategies and priorities developed in the state's climate adaptation strategy known as the Safeguarding California Plan adopted pursuant to Section 71152, encourage sustainable land use planning, and revitalize urban and community centers in a sustainable manner. At a minimum, the council shall review and comment on the five-year infrastructure plan developed pursuant to Article 2 (commencing with Section 13100) of Chapter 2 of Part 3 of Division 3 of Title 2 of the Government Code and the State Environmental Goals and Policy Report developed pursuant to Section 65041 of the Government Code.

(b) Recommend policies and investment strategies and priorities to the Governor, the Legislature, and to appropriate state agencies to encourage the development of sustainable communities, such as those communities that promote equity, strengthen the economy, protect the environment, and promote public health and safety, consistent with subdivisions (a) and (c) of Section 75065.

(c) Provide, fund, and distribute data and information to local governments and regional agencies that will assist in developing and planning sustainable communities.

(d) Manage and award grants and loans to support the planning and development of sustainable communities, pursuant to Sections 75127, 75128, and 75129. To implement this subdivision, the council may do all of the following:

(1) Develop guidelines for awarding financial assistance, including criteria for eligibility and additional consideration.

(2) Develop criteria for determining the amount of financial assistance to be awarded. The council shall award a revolving loan to an applicant for a planning project, unless the council determines that the applicant lacks the fiscal capacity to carry out the project without a grant. The council may establish criteria that would allow the applicant to illustrate an ongoing commitment of financial resources to ensure the completion of the proposed plan or project.

(3) Provide for payments of interest on loans made pursuant to this article. The rate of interest shall not exceed the rate earned by the Pooled Money Investment Board.

(4) Provide for the time period for repaying a loan made pursuant to this article.

(5) Provide for the recovery of funds from an applicant that fails to complete the project for which financial assistance was awarded. The council shall direct the Controller to recover funds by any available means.

(6) Provide technical assistance for application preparation.

(7) Designate a state agency or department to administer technical and financial assistance programs for the disbursing of grants and loans to support the planning and development of sustainable communities, pursuant to Sections 75127, 75128, and 75129.

(e) Provide an annual report to the Legislature that shall include, but need not be limited to, all of the following:

(1) A list of applicants for financial assistance.

(2) Identification of which applications were approved.

(3) The amounts awarded for each approved application.

(4) The remaining balance of available funds.

(5) A report on the proposed or ongoing management of each funded project.

(6) Any additional minimum requirements and priorities for a project or plan proposed in a grant or loan application developed and adopted by the council pursuant to subdivision (c) of Section 75126.



Appendix 1.2.4

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **SB-1**, the road repair and accountability act of 2017, is the first legislation in more than 20 years to significantly increase state transportation funding with dedicated funding directed to rail and transit.

Sources

Notes


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SB-1 Transportation funding. (2017-2018)

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Senate Bill No. 1

CHAPTER 5

An act to amend Section 14526.5 of, to add Sections 14033, 14110, 14526.7, 14556.41, and 16321 to, to add Chapter 5 (commencing with Section 14460) to Part 5 of Division 3 of Title 2 of, to repeal Sections 63048.66, 63048.67, 63048.7, 63048.75, 63048.8, and 63048.85 of, and to repeal and add Section 63048.65 of, the Government Code, to add Section 43021 to the Health and Safety Code, to amend Section 99312.1 of, and to add Sections 99312.3, 99312.4, and 99314.9 to, the Public Utilities Code, to amend Sections 6051.8, 6201.8, 7360, 8352.4, 8352.5, 8352.6, and 60050 of, to add Sections 7361.2, 7653.2, 60050.2, and 60201.4 to, and to add Chapter 6 (commencing with Section 11050) to Part 5 of Division 2 of, the Revenue and Taxation Code, to amend Sections 2104, 2105, 2106, and 2107 of, to add Sections 2103.1 and 2192.4 to, to add Article 2.5 (commencing with Section 800) to Chapter 4 of Division 1 of, and to add Chapter 2 (commencing with Section 2030) and Chapter 8.5 (commencing with Section 2390) to Division 3 of, the Streets and Highways Code, and to amend Section 4156 of, and to add Sections 4000.15 and 9250.6 to, the Vehicle Code, relating to transportation, making an appropriation therefor, and declaring the urgency thereof, to take effect immediately.

[Approved by Governor April 28, 2017. Filed with Secretary of State April 28, 2017.]

LEGISLATIVE COUNSEL'S DIGEST

SB 1, Beall. 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 \$0.12 per gallon increase in the motor vehicle fuel (gasoline) tax imposed by the bill with an inflation adjustment, as provided, 50% of a \$0.20 per gallon increase in the diesel excise tax, with an inflation adjustment, as provided, a portion of a new transportation improvement fee imposed under the Vehicle License Fee Law with a varying fee between \$25 and \$175 based on vehicle value and with an inflation adjustment, as provided, and a new \$100 annual vehicle registration fee applicable only to

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zero-emission vehicles model year 2020 and later, with an inflation adjustment, as provided. The bill would provide that the fuel excise tax increases take effect on November 1, 2017, the transportation improvement fee takes effect on January 1, 2018, and the zero-emission vehicle registration fee takes effect on July 1, 2020.

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 \$100,000,000 of the funds available for the program to be available annually for expenditure, upon appropriation by the Legislature, on the Active Transportation Program. The bill would require \$400,000,000 of the funds available for the program to be available annually for expenditure, upon appropriation by the Legislature, on state highway bridge and culvert maintenance and rehabilitation. The bill would require \$5,000,000 of the funds available for the program that are not restricted by Article XIX of the California Constitution to be appropriated each fiscal year to the California Workforce Development Board to assist local agencies to implement policies to promote preapprenticeship training programs to carry out specified projects funded by the account. The bill would require \$25,000,000 of the funds available for the program to be annually transferred to the State Highway Account for expenditure on the freeway service patrol program. The bill would require \$25,000,000 of the funds available for the program to be available annually for expenditure, upon appropriation by the Legislature, on local planning grants. The bill would authorize annual appropriations of \$5,000,000 and \$2,000,000 of the funds available for the program to the University of California and the California State University, respectively, for the purpose of conducting transportation research and transportation-related workforce education, training, and development, as specified. 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.

(2) Existing law creates the Department of Transportation within the Transportation Agency.

This bill would create the Independent Office of Audits and Investigations within the department, with specified powers and duties. The bill would provide for the Governor to appoint the director of the office for a 6-year term, subject to confirmation by the Senate, and would provide that the director, who would be known as the 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 Inspector General with respect to the department and local agencies receiving state and federal transportation funds through the department, 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, 2018. The bill would require the department to develop a plan by January 1, 2020, to increase by up to 100% the dollar value of contracts awarded to small businesses, disadvantaged business enterprises, and disabled veteran business enterprises, as specified.

(3) 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 identify the amount of outstanding loans from certain transportation funds as \$706,000,000. The bill would require the Department of Finance 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 various state and local transportation purposes.

(4) 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.

This bill would deposit the revenues attributable to 50% of the \$0.20 per gallon increase in the diesel fuel excise tax imposed by the bill into the Trade Corridor Enhancement Account, to be expended on corridor-based freight projects nominated by local agencies and the state.

(5) 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 November 1, 2017, would transfer the gasoline excise tax revenues attributable to boats and off-highway vehicles from the new \$0.12 per gallon increase, and future inflation adjustments from that increase, to the State Parks and Recreation Fund, to be used for state parks, off-highway vehicle programs, or boating programs. The bill would allocate revenues from future inflation adjustments of the existing gasoline excise tax rate attributable to the nonhighway modes pursuant to existing law.

(6) 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, effective July 1, 2019, the annual rate adjustment to maintain revenue neutrality for the gasoline and diesel excise tax rates and would reimpose on that date the higher gasoline excise tax rate that was in effect on July 1, 2010, in addition to the increase in the rate described in (1) above that becomes effective on November 1, 2017.

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 and other revenues in the account to the Controller for allocation by formula to transportation agencies for public transit purposes under the State Transit Assistance Program. Existing law provides for appropriation of other revenues in the account to the Department of Transportation for various other transportation purposes, including intercity rail purposes.

This bill would increase the additional sales and use tax rate on diesel fuel by an additional 4%. The bill would continuously appropriate revenues attributable to the 3.5% rate increase to the Controller for allocation to transportation agencies for public transit purposes under the State Transit Assistance Program. The bill would require the revenues attributable to the remaining 0.5% rate increase to be continuously appropriated to the Transportation Agency for intercity rail and commuter rail purposes.

The bill would also allocate portions of the revenue from the new transportation improvement fee to the State Transit Assistance Program and to the Transit and Intercity Rail Capital Program. The bill would restrict expenditures of the fee revenues made available to the State Transit Assistance Program to transit capital purposes and certain transit services, and would require a recipient transit agency to comply with various requirements, as specified.

(7) Existing law provides for the state to receive certain compact assets, as defined, from designated tribal compacts relative to Indian gaming, and authorized the compact assets to be sold by the Infrastructure and Economic Development Bank to a special purpose trust in order to generate state revenues. Existing law designated certain of these revenues to be used to repay certain loans of transportation funds that were made to the General Fund.

This bill would delete the references to the special purpose trust and revise payments to various transportation accounts to be made from compact assets. The bill would repeal various other related provisions.

(8) Existing law creates the Traffic Congestion Relief Program and identifies various specific projects eligible to receive funding.

This bill would deem the Traffic Congestion Relief Program to be complete and final as of June 30, 2017, and would provide that projects without approved applications are no longer eligible for funding.

(9) 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 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 July 1, 2017, would also require the commission to make an allocation of capital outlay support resources by project phase 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.

(10) Existing law generally provides for transportation capital improvement projects to be nominated and programmed through the state highway operation and protection program, relative to state highway rehabilitation and similar projects, or through the state transportation improvement program, relative to capacity enhancements and other capital projects.

This bill would create the Solutions for Congested Corridors Program, with funding appropriated for the program from a portion of the new transportation improvement fee to be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state and that are part of a comprehensive corridor plan. The bill would provide for regional transportation agencies and the Department of Transportation to nominate projects, with preference to be given to projects that demonstrate collaboration between the regional agencies and the department.

(11) 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.

This bill would establish the Advance Mitigation Program in the Department of Transportation to enhance communications between the department and stakeholders to, among other things, protect natural resources and accelerate project delivery. The bill would require the department to set aside not less than \$30,000,000 annually for 4 years for the program from capital outlay revenues.

(12) Existing law imposes various limitations on emissions of air contaminants for the control of air pollution from vehicular and nonvehicular sources. Existing law generally designates the State Air Resources Board as the state agency with the primary responsibility for the control of vehicular air pollution.

This bill would prohibit, except as specified, the requiring of the retirement, replacement, retrofit, or repower of a self-propelled commercial motor vehicle during a specified period. The bill would require the state board to, by January 1, 2025, evaluate the impact of these provisions on state and local clean air efforts to meet state and local clean air goals, as provided.

(13) Existing law prohibits a person from driving, moving, or leaving standing upon a highway any motor vehicle, as defined, that has been registered in violation of provisions regulating vehicle emissions.

This bill, effective January 1, 2020, would require the Department of Motor Vehicles to confirm, prior to the initial registration or the transfer of ownership and registration of a diesel-fueled vehicle with a gross vehicle weight rating of more than 14,000 pounds, that the vehicle is compliant with, or exempt from, applicable air pollution control technology requirements, pursuant to specified provisions. The bill would require the department to refuse registration, or renewal or transfer of registration, for certain diesel-fueled vehicles, based on weight and model year, that are subject to specified provisions relating to the reduction of emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants from in-use diesel-fueled vehicles. The bill would

authorize the department to allow registration, or renewal or transfer of registration, for any diesel-fueled vehicle that has been reported to the State Air Resources Board, and is using an approved exemption, or is compliant with applicable air pollution control technology requirements, pursuant to specified provisions.

Existing law authorizes the department, in its discretion, to issue a temporary permit to operate a vehicle when a payment of fees has been accepted in an amount to be determined by the department and paid to the department by the owner or other person in lawful possession of the vehicle.

This bill would additionally authorize the department to issue a temporary permit to operate a vehicle for which registration is otherwise required to be refused under the provisions of the bill, as prescribed.

(14) The bill would enact other related provisions.

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

Vote: 2/3 Appropriation: yes Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

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

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

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

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

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

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

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

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

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

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

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

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

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

(1) Ensure these transportation needs are addressed.

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

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

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

(m) This act presents a balance of new revenues and reasonable reforms to ensure efficiency, accountability, and performance from each dollar invested to improve California's transportation system. The revenues designated in this act are intended to address both state and local transportation infrastructure needs as follows:

(1) The revenues estimated to be available for allocation under the act to local agencies are estimated over the next 10 years to be as follows:

(A) Fifteen billion dollars (\$15,000,000,000) to local street and road maintenance.

(B) Seven billion five hundred million dollars (\$7,500,000,000) for transit operations and capital.

(C) Two billion dollars (\$2,000,000,000) for the local partnership program.

(D) One billion dollars (\$1,000,000,000) for the Active Transportation Program.

(E) Eight hundred twenty-five million dollars (\$825,000,000) for the regional share of the State Transportation Improvement Program.

(F) Two hundred fifty million dollars (\$250,000,000) for local planning grants.

(2) The revenues estimated to be available for allocation under the act to the state are estimated over the next 10 years to be as follows:

(A) Fifteen billion dollars (\$15,000,000,000) for state highway maintenance and rehabilitation.

(B) Four billion dollars (\$4,000,000,000) for highway bridge and culvert maintenance and rehabilitation.

(C) Three billion dollars (\$3,000,000,000) for high priority freight corridors.

(D) Two billion five hundred million dollars (\$2,500,000,000) for congested corridor relief.

(E) Eight hundred million dollars (\$800,000,000) for parks programs, off-highway vehicle programs, boating programs, and agricultural programs.

(F) Two hundred seventy-five million dollars (\$275,000,000) for the interregional share of the State Transportation Improvement Program.

(G) Two hundred fifty million dollars (\$250,000,000) for freeway service patrols.

(H) Seventy million dollars (\$70,000,000) for transportation research at the University of California and the California State University.

(n) It is the intent of the Legislature that the Department of Transportation meet the following preliminary performance outcomes for additional state highway investments by the end of 2027, in accordance with applicable state and federal standards:

(1) Not less than 98 percent of pavement on the state highway system in good or fair condition.

(2) Not less than 90 percent level of service achieved for maintenance of potholes, spalls, and cracks.

(3) Not less than 90 percent of culverts in good or fair condition.

(4) Not less than 90 percent of the transportation management system units in good condition.

(5) Fix not less than an additional 500 bridges.

(o) Further, it is the intent of the Legislature that the Department of Transportation leverage funding provided by this act for trade corridors and other highly congested travel corridors in order to obtain matching funds from federal and other sources to maximize improvements in the state's high-priority freight corridors and in the most congested commute corridors.

(p) Constitutionally protecting the funds raised by this act ensures that these funds are to be used only for transportation purposes necessary to repair roads and bridges, expand the economy, and protect natural resources.

(q) This act advances greenhouse gas reduction objectives and other environmental goals by focusing on "fix-it-first" projects, investments in transit and active transportation, and supporting Senate Bill 375 (Chapter 728, Statutes of 2008) and transportation plans.

SEC. 2. This act shall be known, and may be cited as, the Road Repair and Accountability Act of 2017.

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

14033. On or before January 1, 2018, the department shall update the Highway Design Manual to incorporate the "complete streets" design concept.

SEC. 4. Section 14110 is added to the Government Code, to read:

14110. Consistent with federal and state laws and regulations, including, but not limited to, the department's goal setting methodology as approved by the Federal Highway Administration, the department shall develop a plan by January 1, 2020, to increase by up to 100 percent the dollar value of contracts and procurements awarded to small businesses, disadvantaged business enterprises, and disabled veteran business enterprises. The plan shall include the use of targeted media, including minority and women business enterprises, to outreach to these businesses and shall be provided to the Legislature pursuant to Section 9795.

SEC. 5. Chapter 5 (commencing with Section 14460) is added to Part 5 of Division 3 of Title 2 of the Government Code, to read:

CHAPTER 5. Department of Transportation independent Office of Audits and Investigations

14460. (a) There is hereby created in the department the Independent Office of Audits and Investigations to ensure all of the following:

(1) The department, and external entities that receive state and federal transportation funds from the department, are spending those funds efficiently, effectively, economically, and in compliance with applicable state and federal requirements. Those external entities include, but are not limited to, private for profit and nonprofit organizations, local transportation agencies, and other local agencies that receive transportation funds either through a contract with the department or through an agreement or grant administered by the department.

(2) The department's programs are functioning consistent with applicable accounting standards and practices and are administered effectively, efficiently, and economically.

(3) The department's management is accomplishing departmental priorities, developing an annual audit plan, administering an effective enterprise risk management program, and is making efficient, effective, and financially responsible transportation decisions.

(4) The Secretary of Transportation, the Legislature, the California Transportation Commission, and the director and chief deputy director of the department are fully informed concerning fraud, improper activities, or other serious abuses or deficiencies relating to the expenditure of transportation funds or administration of department programs and operations.

(b) The Governor shall appoint the director of the Audits and Investigations Office, who shall serve a six-year term, have the title of Inspector General, and be subject to Senate confirmation. The Inspector General may not be removed from office during that term, except for good cause. The reasons for removal of the Inspector General shall be stated in writing and shall include the basis for removal. The writing shall be sent to the Secretary of the Senate and the Chief Clerk of the Assembly at the time of the removal and shall be deemed to be a public document.

(c) The Inspector General is vested with the full authority to exercise all responsibility for maintaining a full scope, independent, and objective audit and investigation program as prescribed by Sections 1237, 13885, 13886.5, 13887.5, and 13888, including, but not limited to, those activities described in Section 14461.

(d) Notwithstanding Section 13887, in order to achieve independence and objectivity pursuant to this section, the Independent Office of Audits and Investigation shall meet all of the following requirements:

(1) The Inspector General shall report all audit and confidential investigation findings and recommendations made under his or her jurisdiction to the Secretary of Transportation and the director and chief deputy director of the department on an ongoing and current basis.

(2) The Inspector General shall report at least annually, or upon request, to the Governor, the Legislature, and the California Transportation Commission with a summary of his or her investigation and audit findings and

recommendations. The summary shall be posted on the office's Internet Web site and shall otherwise be made available to the public upon its release to the Governor, commission, and Legislature. The summary shall include, but need not be limited to, significant problems discovered by the Inspector General and whether the Inspector General's recommendations relative to audits and investigations have been implemented by the affected units and programs of the department or affected external entities. The report shall be submitted to the Legislature in compliance with Section 9795.

14461. The Inspector General shall review policies, practices, and procedures and conduct audits and investigations of activities involving state transportation funds administered by the department in consultation with all affected units and programs of the department and external entities.

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

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

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

(c) (1) The department, at a minimum, shall specify, for each project in the state highway operation and protection program, the capital and support budget, as applicable, for each of the following project phases:

(A) Project approval and environmental documents, support only.

(B) Plans, specifications, and estimates, support only.

(C) Rights-of-way.

(D) Construction.

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

(A) Project approval and environmental document completion.

(B) Plans, specifications, and estimates completion.

(C) Right-of-way certification.

(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 on 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) On or after July 1, 2017, to provide sufficient and transparent oversight of the department's capital outlay support resources composed of both state staff and contractors, the commission shall be required to allocate the department's capital outlay support resources by project phase, including preconstruction. Through this action, the commission will provide public transparency for the department's budget estimates, increasing assurance that the annual budget forecast is reasonable. The commission shall develop guidelines, in consultation with the department, to implement this subdivision. Guidelines adopted by the commission to implement this subdivision shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1).

(h) Beginning July 1, 2017, for a project that experiences increases in capital or support costs above the amounts in the commission's allocation pursuant to subdivision (g), the commission shall establish a threshold for requiring a supplemental project allocation. The commission's guidelines adopted pursuant to subdivision (g) shall also establish the threshold that the commission determines is necessary to ensure efficiency and may provide exceptions as necessary so that projects are not unnecessarily delayed.

(i) The department, for each project requiring a supplemental project allocation pursuant to subdivision (h), shall submit a request to the commission for its approval.

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

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

14526.7. (a) The department shall incorporate the performance targets in subdivision (n) of Section 1 of the act adding this section into the asset management plan adopted by the commission and targets adopted by the commission pursuant to Sections 14526.4 and 14526.5. The asset management plan shall also include targets adopted by the commission in consultation with the department for each asset class included in subdivision (n) of Section 1 of the act adding this section to measure the degree to which progress was made towards achieving the overall 2027 targets. Targets may be modified by the commission as needed to conform to federal regulation on performance measures and the completion of the department's asset management plan. Nothing in this section precludes the commission from adopting additional targets and performance measures pursuant to paragraph (1) of subdivision (c) of Section 14526.4.

(b) As specified by guidelines adopted by the commission, the department shall report to the commission on its progress toward meeting the targets and performance measures established for state highways pursuant to subdivision (n) of Section 1 of the act adding this section and paragraph (1) of subdivision (c) of Section 14526.4.

SEC. 8. Section 14556.41 is added to the Government Code, to read:

14556.41. As of June 30, 2017, projects in Section 14556.40 for the Traffic Congestion Relief Program shall be deemed complete and final, and funding levels shall be based on actual amounts requested by the designated lead applicant pursuant to Section 14556.12. Projects without approved applications in accordance with Section 14556.12 shall no longer be eligible for program funding. Traffic Congestion Relief Program savings shall be transferred to other transportation accounts for the purposes specified in Section 16321.

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

16321. The amount of outstanding loans made pursuant to Section 14556.8 is seven hundred six million dollars (\$706,000,000). This amount shall be repaid from the General Fund pursuant to subdivision (c) of Section 20 of Article XVI of the California Constitution no later than June 30, 2020, and upon repayment of this amount all loans authorized pursuant to Section 14556.8 and any associated interest shall be deemed repaid. The loans shall be repaid proportionately and in equal installments over three years. The Department of Finance shall prepare a loan repayment schedule, pursuant to which the outstanding loans shall be repaid by June 30, 2020, as follows:

(a) Two hundred fifty-six million dollars (\$256,000,000) for transfer to the Public Transportation Account, to be allocated as follows:

(1) Up to twenty million dollars (\$20,000,000) to local and regional agencies for climate change adaptation planning.

(2) The remainder to the Transit and Intercity Rail Capital Program as authorized in Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code.

(b) Two hundred twenty-five million dollars (\$225,000,000) for transfer to the State Highway Account, for the State Highway Operation and Protection Program.

(c) Two hundred twenty-five million dollars (\$225,000,000) is hereby continuously appropriated without regard to fiscal year to the Controller for apportionment to cities and counties for local streets and roads pursuant to the formula in paragraph (3) of subdivision (a) of Section 2103 of the Streets and Highways Code.

SEC. 10. Section 63048.65 of the Government Code is repealed.

SEC. 11. Section 63048.65 is added to the Government Code, to read:

63048.65. (a) Prior to July 1, 2015, three hundred twenty-one million dollars (\$321,000,000) of the one billion two hundred million dollars (\$1,200,000,000) of loans from the Traffic Congestion Relief Fund to the General Fund was repaid using tribal gaming compact revenues. In 2016, an additional one hundred seventy-three million dollars (\$173,000,000) was repaid from the General Fund.

(b) The remaining seven hundred six million dollars (\$706,000,000) of loans from the Traffic Congestion Relief Fund to the General Fund shall be repaid pursuant to Section 14556.8.

SEC. 12. Section 63048.66 of the Government Code is repealed.

SEC. 13. Section 63048.67 of the Government Code is repealed.

SEC. 14. Section 63048.7 of the Government Code is repealed.

SEC. 15. Section 63048.75 of the Government Code is repealed.

SEC. 16. Section 63048.8 of the Government Code is repealed.

SEC. 17. Section 63048.85 of the Government Code is repealed.

SEC. 18. Section 43021 is added to the Health and Safety Code, to read:

43021. (a) Except as provided in subdivision (b), the retirement, replacement, retrofit, or repower of a self-propelled commercial motor vehicle, as defined in Section 34601 of the Vehicle Code, shall not be required until the later of the following:

(1) Thirteen years from the model year the engine and emission control system are first certified for use in self-propelled commercial motor vehicles by the state board or other applicable state and federal agencies.

(2) When the vehicle reaches the earlier of either 800,000 vehicle miles traveled or 18 years from the model year the engine and emission control system are first certified for use in self-propelled commercial motor vehicles by the state board or other applicable state and federal agencies.

(b) This section does not apply to any of the following:

(1) Safety programs, including, but not limited to, those adopted pursuant to Section 34501 of the Vehicle Code.

(2) Voluntary incentive and grant programs, including, but not limited to, those that give preferential access to a facility to a particular vehicle or class of vehicles.

(3) Programs designed to address inspection of, tampering with, and maintenance of, emission control systems.

(4) Programs designed to address imminent health risks where evidence, unavailable at the time equipment is certified for use by the state board or other applicable state and federal agencies, is sufficient to show that immediate corrective action is necessary to prevent injury, illness, or death.

(c) This section only applies to laws or regulations adopted or amended after January 1, 2017.

(d) It is the intent of the Legislature for this section to provide owners of self-propelled commercial motor vehicles, as defined in subdivision (a), certainty about the useful life of engines certified by the state board and other applicable agencies to meet required environmental standards for sale in the state. This section is not meant to otherwise restrict the authority of the state board or districts.

(e) (1) The state board shall, by January 1, 2025, evaluate the impact of the provisions of this section on state and local clean air efforts to meet state and local clean air goals. The evaluation shall include a review of the following:

(A) Compliance with the truck and bus rule (Section 2025 of Title 13 of the California Code of Regulations).

(B) The benefits and impacts of measures enacted to improve local air quality impacts from stationary sources.

(C) State implementation plan compliance.

(2) As part of the study, the state board shall make recommendations to the Legislature on additional or different mechanisms for achieving those goals while recognizing the financial investments made by the effected entities. In developing the study, the state board shall take into account the report required in Section 38531 of the Health and Safety Code.

(3) The state board shall hold at least one public workshop prior to the completion of the study.

SEC. 19. 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 for the State Transit Assistance Program 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 for the State Transit Assistance Program that are attributable to subdivision (a) of Section 11053 of the Revenue and Taxation Code are hereby continuously appropriated to the Controller, and, 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 Controller, upon receipt of the report, shall apportion funds pursuant to Sections 99313 and 99314.

(e) For each fiscal year, each recipient transit agency receiving an apportionment of funds pursuant to subdivision (c) shall, upon expending those funds, submit documentation to the department that includes a

description and location of each completed project, the amount of funds expended on the project, the completion date, and the estimated useful life of the improvement.

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

SEC. 20. Section 99312.3 is added to the Public Utilities Code, to read:

99312.3. Revenues transferred to the Public Transportation Account pursuant to paragraph (2) of subdivision (c) of Section 6051.8 and paragraph (2) of subdivision (c) of Section 6201.8 of the Revenue and Taxation Code are hereby continuously appropriated to the Transportation Agency for distribution in the following manner:

(a) (1) Fifty percent of available annual revenues under this section shall be allocated by the Transportation Agency to the public agencies, including joint powers agencies, responsible for state-supported intercity rail services. A minimum of 25 percent of the funds available under this subdivision shall be allocated to each of the state's three intercity rail corridors that provide regularly scheduled intercity rail service.

(2) The Transportation Agency shall adopt guidelines governing the administration of the funds available under this subdivision, including provisions providing authority for loans of these funds by mutual agreement between intercity rail service corridors.

(b) (1) Fifty percent of available annual revenues under this section shall be allocated by the Transportation Agency to the public agencies, including joint powers agencies, responsible for commuter rail services. For the 2018–19 and 2019–20 fiscal years, 20 percent of the funds available under this subdivision shall be allocated to each of the state's five commuter rail service providers that provide regularly scheduled commuter rail service. Commencing July 1, 2020, the funds available under this subdivision shall be allocated based on guidelines and a distribution formula adopted by the Transportation Agency.

(2) On or before July 1, 2019, the Transportation Agency shall prepare a draft of the proposed guidelines and distribution formula and make them available for public comment. In preparing the proposed guidelines and distribution formula, the agency shall consult with the state's five commuter rail service providers. The final guidelines and distribution formula shall be adopted on or before January 1, 2020. The guidelines shall include, but need not be limited to, provisions providing authority for loans of these funds by mutual agreement between commuter rail service providers and providing for baseline allocations to each provider.

(c) The funds made available by this section may be used for operations and capital improvements.

SEC. 21. Section 99312.4 is added to the Public Utilities Code, to read:

99312.4. Revenues transferred to the Public Transportation Account pursuant to subdivision (a) of Section 11053 of the Revenue and Taxation Code for the Transit and Intercity Rail Capital Program (Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code) shall be available for appropriation to that program pursuant to the annual Budget Act.

SEC. 22. Section 99314.9 is added to the Public Utilities Code, to read:

99314.9. The Controller shall compute quarterly proposed allocations for State Transit Assistance Program funds available for allocation pursuant to Sections 99313 and 99314. The Controller shall publish the allocations for each eligible recipient agency, including one list applicable to revenues allocated pursuant to subdivision (c) of Section 99312.1 and another list for revenues allocated from all other revenues in the Public Transportation Account that are designated for the State Transit Assistance Program.

SEC. 23. Section 6051.8 of the Revenue and Taxation Code is amended to read:

6051.8. (a) Except as provided by Section 6357.3, in addition to the taxes imposed by this part, for the privilege of selling tangible personal property at retail a tax is hereby imposed upon all retailers at the rate of 1.75 percent of the gross receipts of any retailer from the sale of all diesel fuel, as defined in Section 60022.

(b) Except as provided by Section 6357.3, in addition to the taxes imposed by this part and by subdivision (a), commencing November 1, 2017, for the privilege of selling tangible personal property at retail a tax is hereby

imposed upon all retailers at the rate of 4 percent of the gross receipts of any retailer from the sale of all diesel fuel, as defined in Section 60022, sold at retail in this state.

(c) (1) Notwithstanding subdivision (b) of Section 7102, except as otherwise provided in paragraph (2), all of the revenues, less refunds, collected pursuant to this section shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance, and transferred quarterly to the Public Transportation Account in the State Transportation Fund for allocation under the State Transit Assistance Program pursuant to Section 99312.1 of the Public Utilities Code.

(2) The revenues, less refunds, attributable to a rate of 0.5 percent of the 4-percent increase in the rate pursuant to subdivision (b), amounting to one-eighth of revenues from the increase in the rate under that subdivision, shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance, and transferred quarterly to the Public Transportation Account in the State Transportation Fund for allocation by the Transportation Agency to intercity rail and commuter rail purposes pursuant to Section 99312.3 of the Public Utilities Code.

SEC. 24. Section 6201.8 of the Revenue and Taxation Code is amended to read:

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

(b) Except as provided by Section 6357.3, in addition to the taxes imposed by this part and by subdivision (a), commencing November 1, 2017, an excise tax is hereby imposed on the storage, use, or other consumption in this state of diesel fuel, as defined in Section 60022, at the rate of 4 percent of the sales price of the diesel fuel.

(c) (1) Notwithstanding subdivision (b) of Section 7102, except as otherwise provided in paragraph (2), all of the revenues, less refunds, collected pursuant to this section shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance, and transferred quarterly to the Public Transportation Account in the State Transportation Fund for allocation pursuant to Section 99312.1 of the Public Utilities Code.

(2) The revenues, less refunds, attributable to a rate of 0.5 percent of the 4-percent increase in the rate pursuant to subdivision (b), amounting to one-eighth of revenues from the increase in the rate under that subdivision, shall be estimated by the State Board of Equalization, with the concurrence of the Department of Finance, and transferred quarterly to the Public Transportation Account in the State Transportation Fund for allocation by the Transportation Agency to intercity rail and commuter rail purposes pursuant to Section 99312.3 of the Public Utilities Code.

SEC. 25. Section 7360 of the Revenue and Taxation Code is amended to read:

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

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

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

(b) (1) On and after July 1, 2010, in addition to the tax imposed by subdivision (a), a tax is hereby imposed upon each gallon of motor vehicle fuel, other than aviation gasoline, subject to the tax in Sections 7362, 7363, and 7364 in an amount equal to seventeen and three-tenths cents (\$0.173) per gallon.

(2) For the 2011–12 fiscal year and each fiscal year thereafter, the board shall, on or before March 1 of the fiscal year immediately preceding the applicable fiscal year, adjust the rate in paragraph (1) in that manner as to generate an amount of revenue that will equal the amount of revenue loss attributable to the exemption provided by Section 6357.7, based on estimates made by the board, and that rate shall be effective during the state's next fiscal year.

(3) In order to maintain revenue neutrality for each year, beginning with the rate adjustment on or before March 1, 2012, the adjustment under paragraph (2) shall also take into account the extent to which the actual amount of revenues derived pursuant to this subdivision and, as applicable, Section 7361.1, the revenue loss attributable to the exemption provided by Section 6357.7 resulted in a net revenue gain or loss for the fiscal year ending prior to the rate adjustment date on or before March 1.

(4) The intent of paragraphs (2) and (3) is to ensure that the act adding this subdivision and Section 6357.7 does not produce a net revenue gain in state taxes.

(5) Commencing July 1, 2019, the adjustments in paragraphs (2) and (3) shall cease, and the rate imposed by this subdivision shall be the rate in paragraph (1).

(c) On and after November 1, 2017, in addition to the taxes imposed by subdivisions (a) and (b), a tax is hereby imposed upon each gallon of motor vehicle fuel, other than aviation gasoline, subject to the tax in Sections 7362, 7363, and 7364, in an amount equal to twelve cents (\$0.12) per gallon.

(d) On July 1, 2020, and every July 1 thereafter, the board shall adjust the taxes imposed by subdivisions (a), (b), and (c), with the adjustment to apply to both to the base tax rates specified in those provisions and to any previous adjustment in rates made pursuant to this subdivision, by increasing the taxes by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance with the resulting taxes rounded to the nearest one-tenth of one cent (\$0.01). The first adjustment pursuant to this subdivision shall be a percentage amount equal to the increase in the California Consumer Price Index from November 1, 2017, to November 1, 2019. Subsequent annual adjustments shall cover subsequent 12 month periods. The incremental change shall be added to the associated rate for that year.

(e) Any increases to the taxes imposed under subdivisions (a), (b), and (c) that are enacted by legislation subsequent to July 1, 2017, shall be deemed to be changes to the base tax rates for purposes of the California Consumer Price Index calculation and adjustment performed pursuant to subdivision (d).

SEC. 26. Section 7361.2 is added to the Revenue and Taxation Code, to read:

7361.2. (a) For the privilege of storing, for the purpose of sale, each supplier, wholesaler, and retailer owning 1,000 or more gallons of tax-paid motor vehicle fuel on November 1, 2017, shall pay a storage tax, the rate of which shall be determined by the board pursuant to the difference in the rate of the tax on motor vehicle fuel in effect on October 31, 2017, and the rate in effect on November 1, 2017, on tax-paid motor vehicle fuel in storage according to the volumetric measure thereof.

(b) For purposes of this section:

(1) "Owning" means having title to the motor vehicle fuel.

(2) "Retailer" means any person who sells motor vehicle fuel in this state to a person who subsequently uses the motor vehicle fuel.

(3) "Storing" includes the ownership or possession of tax-paid motor vehicle fuel outside of the bulk transfer/terminal system, including the holding of tax-paid motor vehicle fuel for sale at wholesale or retail locations stored in a container of any kind, including railroad tank cars and trucks or trailer cargo tanks. "Storing" also includes tax-paid motor vehicle fuel purchased from and invoiced by the seller, and tax-paid motor vehicle fuel removed from a terminal or entered into by a supplier, prior to the date specified in subdivision (a) and in transit on that date.

(4) "Wholesaler" means any person who sells diesel fuel in this state for resale to a retailer or to a person who is not a retailer and subsequently uses the motor vehicle fuel.

SEC. 27. Section 7653.2 is added to the Revenue and Taxation Code, to read:

7653.2. On or before January 1, 2018, each person subject to the storage tax imposed under Section 7361.2 shall prepare and file with the board, in a form prescribed by the board, a return showing the total number of gallons of tax-paid motor vehicle fuel owned by the person on November 1, 2017, the amount of the storage tax, and any other information that the board deems necessary for the proper administration of this part. The return shall be accompanied by a remittance payable to the board in the amount of tax due.

SEC. 28. Section 8352.4 of the Revenue and Taxation Code is amended to read:

8352.4. (a) Subject to Sections 8352 and 8352.1, and except as otherwise provided in subdivision (b), there shall be transferred from the money deposited to the credit of the Motor Vehicle Fuel Account to the Harbors and Watercraft Revolving Fund, for expenditure in accordance with Division 1 (commencing with Section 30) of the Harbors and Navigation Code, the sum of six million six hundred thousand dollars (\$6,600,000) per annum, representing the amount of money in the Motor Vehicle Fuel Account attributable to taxes imposed on distributions of motor vehicle fuel used or usable in propelling vessels. The actual amount shall be calculated using the annual reports of registered boats prepared by the Department of Motor Vehicles for the United States Coast Guard and the formula and method of the December 1972 report prepared for this purpose and submitted to the Legislature on December 26, 1972, by the Director of Transportation. If the amount transferred during each fiscal year is in excess of the calculated amount, the excess shall be retransferred from the Harbors and Watercraft Revolving Fund to the Motor Vehicle Fuel Account. If the amount transferred is less than the amount calculated, the difference shall be transferred from the Motor Vehicle Fuel Account to the Harbors and Watercraft Revolving Fund. No adjustment shall be made if the computed difference is less than fifty thousand dollars (\$50,000), and the amount shall be adjusted to reflect any temporary or permanent increase or decrease that may be made in the rate under the Motor Vehicle Fuel Tax Law. Payments pursuant to this section shall be made prior to payments pursuant to Section 8352.2.

(b) (1) Commencing July 1, 2012, the revenues attributable to the taxes imposed pursuant to subdivision (b) of Section 7360 and otherwise to be deposited in the Harbors and Watercraft Revolving Fund pursuant to subdivision (a) shall instead be transferred to the General Fund.

(2) Commencing November 1, 2017, the revenues attributable to the taxes imposed pursuant to subdivision (c) of Section 7360, any adjustment pursuant to subdivision (d) of Section 7360, and Section 7361.2, and otherwise to be deposited in the Harbors and Watercraft Revolving Fund pursuant to subdivision (a), shall instead be transferred to the State Parks and Recreation Fund to be used for state parks, off-highway vehicle programs, or boating programs.

SEC. 29. Section 8352.5 of the Revenue and Taxation Code is amended to read:

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

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

(b) (1) Commencing July 1, 2012, the revenues attributable to the taxes imposed pursuant to subdivision (b) of Section 7360 and otherwise to be deposited in the Department of Food and Agriculture Fund pursuant to subdivision (a) shall instead be transferred to the General Fund.

(2) Commencing November 1, 2017, the revenues attributable to the taxes imposed pursuant to subdivision (c) of Section 7360, as adjusted pursuant to subdivision (d) of Section 7360, and Section 7361.2 shall be deposited in the Department of Food and Agriculture Fund.

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

SEC. 30. Section 8352.6 of the Revenue and Taxation Code is amended to read:

8352.6. (a) (1) Subject to Section 8352.1, and except as otherwise provided in paragraphs (2) and (3), on the first day of every month, there shall be transferred from moneys deposited to the credit of the Motor Vehicle Fuel Account to the Off-Highway Vehicle Trust Fund created by Section 38225 of the Vehicle Code an amount

attributable to taxes imposed upon distributions of motor vehicle fuel used in the operation of motor vehicles off highway and for which a refund has not been claimed. Transfers made pursuant to this section shall be made prior to transfers pursuant to Section 8352.2.

(2) (A) Commencing July 1, 2012, the revenues attributable to the taxes imposed pursuant to subdivision (b) of Section 7360 and otherwise to be deposited in the Off-Highway Vehicle Trust Fund pursuant to paragraph (1) shall instead be transferred to the General Fund.

(B) Commencing November 1, 2017, the revenues attributable to the taxes imposed pursuant to subdivision (c) of Section 7360, any adjustment pursuant to subdivision (d) of Section 7360, and Section 7361.2, and otherwise to be deposited in the Off-Highway Vehicle Trust Fund pursuant to subdivision (a), shall instead be transferred to the State Parks and Recreation Fund to be used for state parks, off-highway vehicle programs, or boating programs.

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

(b) The amount transferred to the Off-Highway Vehicle Trust Fund pursuant to paragraph (1) of subdivision (a), as a percentage of the Motor Vehicle Fuel Account, shall be equal to the percentage transferred in the 2006–07 fiscal year. Every five years, starting in the 2013–14 fiscal year, the percentage transferred may be 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 pursuant to subdivision (b) and to update the estimate of the amount attributable to taxes imposed upon distributions of motor vehicle fuel used in the operation of motor vehicles off highway and for which a refund has not been claimed. The department shall provide a copy of this study to the Legislature no later than January 1, 2016.

SEC. 31. Chapter 6 (commencing with Section 11050) is added to Part 5 of Division 2 of the Revenue and Taxation Code, to read:

CHAPTER 6. Transportation Improvement Fee

11050. For purposes of this chapter, the following terms have the following meanings:

(a) "Transportation purposes" means both of the following:

(1) The research, planning, construction, improvement, maintenance, and operation of public streets and highways (and their related public facilities for nonmotorized traffic), including the mitigation of their environmental effects, the payment for property taken or damaged for the foregoing purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(2) The research, planning, construction, improvement, maintenance, and operation of public transportation systems (and their related equipment and fixed facilities), including the mitigation of their environmental effects, the payment for property taken or damaged for the foregoing purposes, and the administrative costs necessarily incurred in the foregoing purposes.

(b) "Transportation improvement fee" means a supplemental charge added to the fee imposed pursuant to Chapter 2 (commencing with Section 10751).

(c) "Vehicle" means every vehicle that is subject to the fee in Chapter 2 (commencing with Section 10751), except the following:

(1) A commercial vehicle with an unladen weight of more than 10,000 pounds.

(2) A vehicle exempted pursuant to the Vehicle Code from the payment of registration fees.

(3) A vehicle for which a certificate of nonoperation has been filed with the Department of Motor Vehicles pursuant to Section 4604 of the Vehicle Code, during the period of time covered by the certificate.

(4) A vehicle described in Section 5004 of the Vehicle Code.

11051. (a) In addition to any other fee imposed on a vehicle by this code or the Vehicle Code, a transportation improvement fee is hereby imposed on each vehicle as defined in subdivision (b) of Section 11050 effective on January 1, 2018, or as soon after that date as the department is able to commence collection of the fee. The transportation improvement fee shall be in the amounts specified in Section 11052.

(b) The department shall collect the fee at the same time and in the same manner as the department collects the vehicle registration fee pursuant to Section 9250 of the Vehicle Code.

(c) The fee imposed pursuant to this chapter is imposed for the privilege of a resident of California to operate upon the public highways a vehicle or trailer coach, the registrant of which is subject to the fee under Chapter 2 (commencing with Section 10751).

(d) The revenues from the transportation improvement fee imposed by this chapter shall be available for expenditure only on transportation purposes as provided in Section 11053.

11052. (a) The annual amount of the transportation improvement fee shall be based on the market value of the vehicle, as determined by the department pursuant to Sections 10753, 10753.2, and 10753.5, using the following schedule:

(1) Vehicles with a vehicle market value range between zero dollars (\$0) and four thousand nine hundred ninety-nine dollars (\$4,999), a fee of twenty-five dollars (\$25).

(2) Vehicles with a vehicle market value range between five thousand dollars (\$5,000) and twenty-four thousand nine hundred ninety-nine dollars (\$24,999), a fee of fifty dollars (\$50).

(3) Vehicles with a vehicle market value range between twenty-five thousand dollars (\$25,000) and thirty-four thousand nine hundred ninety-nine dollars (\$34,999), a fee of one hundred dollars (\$100).

(4) Vehicles with a vehicle market value range between thirty-five thousand dollars (\$35,000) and fifty-nine thousand nine hundred ninety-nine dollars (\$59,999), a fee of one hundred fifty dollars (\$150).

(5) Vehicles with a vehicle market value range of sixty thousand dollars (\$60,000) and higher, a fee of one hundred seventy-five dollars (\$175).

(b) On January 1, 2020, and every January 1 thereafter, the department shall adjust the transportation improvement fee imposed under subdivision (a) by increasing the fee for each vehicle market range in an

amount equal to the increase in the California Consumer Price Index for the prior year, except the first adjustment shall cover the prior two years, as calculated by the Department of Finance, with amounts equal to or greater than fifty cents (\$0.50) rounded to the highest whole dollar. The incremental change shall be added to the associated fee rate for that year.

(c) Any changes to the transportation improvement fee imposed in subdivision (a) that are enacted by the Legislature subsequent to January 1, 2018, shall be deemed to be changes to the base fee for purposes of the California Consumer Price Index calculation and adjustment performed pursuant to subdivision (b).

11053. Revenues from the transportation improvement fee, after deduction of the department's administrative costs related to this chapter, shall be transferred by the department to the Controller for deposit as follows:

(a) Commencing with the 2017–18 fiscal year, three hundred fifty million dollars (\$350,000,000), plus an annual increase for inflation as determined in subdivision (b) of Section 11052 for this proportional share, shall annually be deposited into the Public Transportation Account. The Controller shall, each month, set aside one-twelfth of this amount, to accumulate a total of three hundred fifty million dollars (\$350,000,000) in each fiscal year or the appropriate adjusted amount. For each fiscal year commencing with the 2017–18 fiscal year, the annual Budget Act shall include an appropriation for 70 percent of these revenues to be allocated to the Transit and Intercity Rail Capital Program (Part 2 (commencing with Section 75220) of Division 44 of the Public Resources Code), pursuant to Section 99312.4 of the Public Utilities Code. The remaining 30 percent of these revenues shall be continuously appropriated to the Controller for allocation under the State Transit Assistance program, pursuant to subdivision (c) of Section 99312.1 of the Public Utilities Code.

(b) Commencing with the 2017–18 fiscal year, two hundred fifty million dollars (\$250,000,000) shall annually be deposited into the State Highway Account for appropriation by the annual Budget Act to the Congested Corridor Program created pursuant to Section 2391 of the Streets and Highways Code. The Controller shall, each month, set aside one-twelfth of this amount, to accumulate a total of two hundred fifty million dollars (\$250,000,000) in each fiscal year.

(c) The remaining revenues after the transfers made in subdivisions (a) and (b) shall be deposited into the Road Maintenance and Rehabilitation Account created pursuant to Section 2031 of the Streets and Highway Code.

SEC. 32. Section 60050 of the Revenue and Taxation Code is amended to read:

60050. (a) (1) A tax of sixteen cents (\$0.16) is hereby imposed upon each gallon of diesel fuel subject to the tax in Sections 60051, 60052, and 60058.

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

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

(b) On and after November 1, 2017, in addition to the tax imposed pursuant to subdivision (a), an additional tax of twenty cents (\$0.20) is hereby imposed upon each gallon of diesel fuel subject to the tax in Sections 60051, 60052, and 60058.

(c) On July 1, 2020, and every July 1 thereafter, the State Board of Equalization shall adjust the taxes imposed by subdivisions (a), and (b), with the adjustment to apply to both to the base tax rates specified in those provisions and to any previous adjustment in rates made pursuant to this subdivision, by increasing the taxes by a percentage amount equal to the increase in the California Consumer Price Index, as calculated by the Department of Finance with the resulting taxes rounded to the nearest one-tenth of one cent (\$0.01). The first adjustment pursuant to this subdivision shall be a percentage amount equal to the increase in the California Consumer Price Index from November 1, 2017, to November 1, 2019. Subsequent annual adjustments shall cover subsequent 12 month periods. The incremental change shall be added to the associated rate for that year.

(d) Any changes to the taxes imposed under this section that are enacted by legislation subsequent to July 1, 2017, shall be deemed to be changes to the base tax rates for purposes of the California Consumer Price Index calculation and adjustment performed pursuant to paragraph (1).

SEC. 33. Section 60050.2 is added to the Revenue and Taxation Code, to read:

60050.2. (a) For the privilege of storing, for the purpose of sale, each supplier, wholesaler, and retailer owning 1,000 or more gallons of tax-paid diesel fuel on November 1, 2017, shall pay a storage tax of twenty cents (\$0.20) per gallon of tax-paid diesel fuel in storage according to the volumetric measure thereof.

(b) For purposes of this section:

(1) "Owning" means having title to the diesel fuel.

(2) "Retailer" means any person who sells diesel fuel in this state to a person who subsequently uses the diesel fuel.

(3) "Storing" includes the ownership or possession of tax-paid diesel fuel outside of the bulk transfer/terminal system, including the holding of tax-paid diesel fuel for sale at wholesale or retail locations stored in a container of any kind, including railroad tank cars and trucks or trailer cargo tanks. "Storing" also includes tax-paid diesel fuel purchased from and invoiced by the seller, and tax-paid diesel fuel removed from a terminal or entered into by a supplier, prior to the date specified in subdivision (a) and in transit on that date.

(4) "Wholesaler" means any person who sells diesel fuel in this state for resale to a retailer or to a person who is not a retailer and subsequently uses the diesel fuel.

SEC. 34. Section 60201.4 is added to the Revenue and Taxation Code, to read:

60201.4. On or before January 1, 2018, each person subject to the storage tax imposed under Section 60050.2 shall prepare and file with the board, in a form prescribed by the board, a return showing the total number of gallons of tax-paid diesel fuel owned by the person on November 1, 2017, the amount of the storage tax, and any other information that the board deems necessary for the proper administration of this part. The return shall be accompanied by a remittance payable to the board in the amount of tax due.

SEC. 35. Article 2.5 (commencing with Section 800) is added to Chapter 4 of Division 1 of the Streets and Highways Code, to read:

Article 2.5. Advance Mitigation Program

800. (a) The Advance Mitigation Program is hereby created to enhance communications between the department and stakeholders to protect natural resources through project mitigation, to meet or exceed applicable environmental requirements, to accelerate project delivery, and to fully mitigate environmental impacts from transportation infrastructure projects. The department shall consult on all activities pursuant to this article with the Department of Fish and Wildlife, including activities pursuant to Chapter 9 (commencing with Section 1850) of Division 2 of the Fish and Game Code.

(b) Commencing with the 2017–18 fiscal year, and for a period of four years, the department shall set aside no less than thirty million dollars (\$30,000,000) annually for the Advance Mitigation Program from the annual appropriations for the State Transportation Improvement Program and the State Highway Operation and Protection Program for the planning and implementation of projects in the Advanced Mitigation Program.

(c) The annual Budget Act and subsequent legislation may establish additional provisions and requirements for the program.

SEC. 36. Chapter 2 (commencing with Section 2030) is added 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.

(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.

(c) To the extent possible and cost effective, and where feasible, the department and cities and counties receiving funds under the program shall use advanced technologies and material recycling techniques that reduce the cost of maintaining and rehabilitating the streets and highways, and that exhibit reduced levels of greenhouse gas emissions through material choice and construction method.

(d) To the extent possible and cost effective, and where feasible, the department and cities and counties receiving funds under the program shall use advanced technologies and communications systems in transportation infrastructure that recognize and accommodate advanced automotive technologies that may include, but are not necessarily limited to, charging or fueling opportunities for zero-emission vehicles, and provision of infrastructure-to-vehicle communications for transitional or full autonomous vehicle systems.

(e) To the extent deemed cost effective, and where feasible, in the context of both the project scope and the risk level for the asset due to global climate change, the department and cities and counties receiving funds under the program shall include features in the projects funded by the program to better adapt the asset to withstand the negative effects of climate change and make the asset more resilient to impacts such as fires, floods, and sea level rise.

(f) To the extent beneficial, cost effective, and practicable in the context of facility type, right-of-way, project scope, and quality of nearby alternative facilities, and where feasible, the department and cities and counties receiving funds under the program shall incorporate complete street elements into projects funded by the program, including, but not limited to, elements that improve the quality of bicycle and pedestrian facilities and that improve safety for all users of transportation facilities.

(g) For purposes of funds directed to the State Highway Operation and Protection Program, the guidelines and reporting provisions shall be consistent with Section 14526.5 of the Government Code.

(h) Guidelines adopted by the commission to facilitate the allocation of funds in the account shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

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 and pursuant to subdivision (a) of Section 2103.1, the portion of the revenues in the Highway Users Tax Account attributable to the increases in the motor vehicle fuel excise tax pursuant to subdivision (c) of Section 7360 of the Revenue and Taxation Code, as adjusted pursuant to subdivision (d) of that section.

(b) The revenues from the portion of the transportation improvement fee pursuant to subdivision (c) of Section 11053 of the Revenue and Taxation Code.

(c) The revenues from the increase in the vehicle registration fee pursuant to Section 9250.6 of the Vehicle Code, as adjusted pursuant to subdivision (b) of that section.

(d) Notwithstanding subdivision (b) of Section 2103 and pursuant to paragraph (2) of subdivision (b) of Section 2103.1, one-half of the revenues attributable to the increase in the diesel fuel excise tax pursuant to subdivisions (b) and (c) of Section 60050 of the Revenue and Taxation Code.

(e) Any other revenues designated for the program.

2031.5. For each fiscal year, the annual Budget Act shall contain an appropriation from the Road Maintenance and Rehabilitation Account for the costs of administering this chapter.

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

(2) Eligible projects under this subdivision shall include, but not are limited to, sound walls for a freeway that was built prior to 1987 without sound walls and with or without high occupancy vehicle lanes if the completion of the sound walls has been deferred due to lack of available funding for at least 20 years and a noise barrier scope summary report has been completed within the last 20 years.

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

(b) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amount allocated in subdivision (a), beginning in the 2017–18 fiscal year, one hundred million dollars (\$100,000,000) of the remaining revenues shall be available annually for expenditure, upon appropriation by the Legislature, on the Active Transportation Program created pursuant to Chapter 8 (commencing with Section 2380) of Division 3 to be allocated by the California Transportation Commission pursuant to Section 2381. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of one hundred million dollars (\$100,000,000) in each fiscal year.

(c) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a) and (b), beginning in the 2017–18 fiscal year, four hundred million dollars (\$400,000,000) of the remaining revenues shall be available annually for expenditure, upon appropriation by the Legislature, by the department for bridge and culvert maintenance and rehabilitation. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of four hundred million dollars (\$400,000,000) in each fiscal year.

(d) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a), (b), and (c), beginning in the 2017–18 fiscal year, twenty-five million dollars (\$25,000,000) of the remaining revenues shall be transferred annually to the State Highway Account for expenditure, upon appropriation by the Legislature, to supplement the freeway service patrol program. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of twenty-five million dollars (\$25,000,000) in each fiscal year.

(e) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a), (b), (c), and (d), in the 2017–18, 2018–19, 2019–20, 2020–21, and 2021–22 fiscal years, from revenues in the Road Maintenance and Rehabilitation Account that are not subject to Article XIX of the California Constitution, five million dollars (\$5,000,000) shall be appropriated in each fiscal year to the California Workforce Development Board to assist local agencies to implement policies to promote preapprenticeship training programs to carry out the projects that are funded by the account pursuant to Section 2038. Funds appropriated pursuant to this subdivision in the Budget Act but remaining unexpended at the end of each applicable fiscal year shall be reappropriated for the same purposes in the following year's Budget Act, but all funds appropriated or reappropriated pursuant to this subdivision in the Budget Act shall be liquidated no later than June 30, 2027.

(f) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a), (b), (c), (d), and (e), beginning in the 2017–18 fiscal year, twenty-five million dollars (\$25,000,000) of the remaining revenues shall be available annually for expenditure, upon appropriation by the Legislature, by the department for local planning grants, as described in Section 2033.5. The Controller shall each month set aside one-twelfth of this amount, to accumulate a total of twenty-five million dollars (\$25,000,000) in each fiscal year.

(g) After deducting the amounts appropriated in the annual Budget Act pursuant to Section 2031.5 and the amounts allocated in subdivisions (a), (b), (c), (d), (e), and (f), beginning in the 2017–18 fiscal year and each

fiscal year thereafter, from the remaining revenues, five million dollars (\$5,000,000) shall be available, upon appropriation, to the University of California for the purpose of conducting transportation research and two million dollars (\$2,000,000) shall be available, upon appropriation, to the California State University for the purpose of conducting transportation research and transportation-related workforce education, training, and development. Prior to the start of each fiscal year, the Secretary of Transportation and the chairs of the Assembly Committee on Transportation and the Senate Committee on Transportation and Housing may set out a recommended priority list of research components to be addressed in the upcoming fiscal year.

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

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

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

2032.5. (a) It is the intent of the Legislature that the Department of Transportation and local governments are held accountable for the efficient investment of public funds to maintain the public highways, streets, and roads, and are accountable to the people through performance goals that are tracked and reported.

(b) The department shall annually report to the commission relative to the expenditures made with funds received pursuant to subdivision (c) of, and paragraph (1) of subdivision (g) of, Section 2032, and the progress made and achievement of the performance goals outlined in subdivision (n) of Section 1 of the act adding this section.

(c) For each fiscal year in which the department receives an allocation of funds described in subdivision (b), the department shall submit documentation to the commission that includes a description and the location of each completed project, the amount of funds expended on the project, the completion date, and the project's estimated useful life. Annually, the commission shall evaluate the effectiveness of the department in reducing deferred maintenance and improving road conditions on the state highway system, as demonstrated by the progress made by the goals set forth in subdivision (n) of Section 1 of the act enacting this section. The commission may make recommendations for improvement and may withhold future project allocations if it determines program funds are not being appropriately spent. The commission shall annually include any findings in its annual report to the Legislature pursuant to Section 14535 of the Government Code.

(d) The department shall implement efficiency measures with the goal to generate at least one hundred million dollars (\$100,000,000) per year in savings to invest in maintenance and rehabilitation of the state highway system. These savings shall be reported to the commission.

2033. (a) On or before January 1, 2018, the commission, in cooperation with the department, transportation planning agencies, county transportation commissions, and other local agencies, shall develop guidelines for the allocation of funds pursuant to subdivision (a) of Section 2032.

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

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

2033.5. The department, from funds made available pursuant to subdivision (f) of Section 2032, shall allocate local planning grants to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the regional transportation guidelines adopted by the commission pursuant to Sections 14522 to 14522.3, inclusive, of the Government Code. The department shall develop a grant guide and shall consult with the State Air Resources Board, the Governor's Office of Planning and Research, and the Department of Housing and Community Development in the development of the grant guide, and shall provide status reports as it administers these funds. The grant guide shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

2034. (a) (1) Prior to receiving an apportionment of funds under the program pursuant to paragraph (2) of subdivision (h) of Section 2032 from the Controller in a fiscal year, an eligible city or county shall submit to the

commission a list of projects proposed to be funded with these funds pursuant to an adopted city or county budget. All projects proposed to receive funding shall be included in a city or county budget that is adopted by the applicable city council or county board of supervisors at a regular public meeting. The list of projects proposed to be funded with these funds shall include a description and the 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 an eligible city or county to fund projects in accordance with local needs and priorities so long as the projects are consistent with subdivision (b) of Section 2030.

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

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

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

(b) In order to receive an allocation or apportionment pursuant to Section 2032, the city or county shall annually expend from its general fund for street, road, and highway purposes an amount not less than the annual average of its expenditures from its general fund during the 2009–10, 2010–11, and 2011–12 fiscal years, as reported to the Controller pursuant to Section 2151. For purposes of this subdivision, in calculating a city's or county's annual general fund expenditures and its average general fund expenditures for the 2009–10, 2010–11, and 2011–12 fiscal years, any unrestricted funds that the city or county may expend at its discretion, including vehicle in-lieu tax revenues and revenues from fines and forfeitures, expended for street, road, and highway purposes shall be considered expenditures from the general fund. One-time allocations that have been expended for street and highway purposes, but which may not be available on an ongoing basis, including revenue provided under the Teeter Plan Bond Law of 1994 (Chapter 6.6 (commencing with Section 54773) of Part 1 of Division 2 of Title 5 of the Government Code), may not be considered when calculating a city's or county's annual general fund expenditures.

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

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

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

(f) If a city or county fails to comply with the requirements of subdivision (b) in a particular fiscal year, the city or county may expend during that fiscal year and the following fiscal year a total amount that is not less than the total amount required to be expended for those fiscal years for purposes of complying with subdivision (b).

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

2038. The California Workforce Development Board shall develop guidelines for public agencies receiving Road Maintenance and Rehabilitation Account funds to participate in, invest in, or partner with, new or existing preapprenticeship training programs established pursuant to subdivision (e) of Section 14230 of the Unemployment Insurance Code. The department and local agencies that receive Road Maintenance and Rehabilitation Account funds pursuant to this chapter shall, not later than July 1, 2023, follow the guidelines set

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forth by the board. The board shall also establish a preapprenticeship development and training grant program, beginning January 1, 2019, pursuant to subdivision (e) of Section 14230 of the Unemployment Insurance Code. Local public agencies that receive Road Maintenance and Rehabilitation Account funds pursuant to this chapter are eligible to compete for such grants and may apply in partnership with other agencies and entities, including those with existing preapprenticeship programs. Successful grant applicants shall, to the extent feasible:

- (a) Follow the multicraft core curriculum implemented by the State Department of Education for its pilot project with the California Partnership Academies and by the California Workforce Development Board and local boards.
- (b) Include a plan for outreach to and retention of women participants in the preapprenticeship program to help increase the representation of women in the building and construction trades.
- (c) Include a plan for outreach to and retention of minority participants and underrepresented subgroups in the preapprenticeship program to help increase their representation in the building and construction trades.
- (d) Include a plan for outreach to and retention of disadvantaged youth participants in the preapprenticeship program to help increase their employment opportunities in the building and construction trades.
- (e) Include a plan for outreach to individuals in the local labor market area and to formerly incarcerated individuals to provide pathways to employment and training.
- (f) Coordinate with local state-approved apprenticeship programs, local building trade councils, and to the extent possible the California Conservation Corps and certified community conservation corps, so individuals who have completed these programs have a pathway to continued employment.

SEC. 37. Section 2103.1 is added to the Streets and Highways Code, to read:

2103.1. (a) Notwithstanding subdivision (b) of Section 2103, the portion of revenues in the Highway Users Tax Account attributable to the increases in the motor vehicle fuel excise tax pursuant to subdivision (c) of Section 7360 of the Revenue and Taxation Code, as adjusted pursuant to subdivision (d) of that section, shall be transferred to the Road Maintenance and Rehabilitation Account pursuant to Section 2031.

(b) Notwithstanding subdivision (b) of Section 2103, the portion of revenues in the Highway Users Tax Account attributable to the increase in the diesel fuel excise tax pursuant to subdivision (b) of Section 60050 of the Revenue and Taxation Code, as adjusted pursuant to subdivision (c) of that section, shall be transferred as follows:

- (1) Fifty percent to the Trade Corridors Enhancement Account pursuant to Section 2192.4.
- (2) Fifty percent to the Road Maintenance and Rehabilitation Account pursuant to Section 2031.

(c) Notwithstanding subdivision (b) of Section 2103, the portion of the revenues in the Highway Users Tax Account attributable to the storage taxes imposed pursuant to Sections 7361.2 and 60050.2 of the Revenue and Taxation Code shall be deposited in the Road Maintenance and Rehabilitation Account created pursuant to Section 2031.

SEC. 38. Section 2104 of the Streets and Highways Code is amended to read:

2104. Notwithstanding Section 13340 of the Government Code, a sum equal to the net revenue derived from 11.3 percent of the per gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2), 1.80 cents (\$0.0180) under the Use Fuel Tax Law (Part 3 (commencing with Section 8601) of Division 2), and 11.5 percent of the per gallon tax under the Diesel Fuel Tax Law (Part 31 (commencing with Section 60001) of Division 2) of the Revenue and Taxation Code, shall be apportioned among the counties, as follows:

- (a) Each county shall be paid one thousand six hundred sixty-seven dollars (\$1,667) during each calendar month, which amount shall be expended exclusively for engineering costs and administrative expenses with respect to county roads.
- (b) A sum equal to the total of all reimbursable snow removal or snow grooming, or both, costs filed pursuant to subdivision (d) of Section 2152, or seven million dollars (\$7,000,000), whichever is less, shall be apportioned in 12 approximately equal monthly apportionments for snow removal or snow grooming, or both, on county roads, as provided in Section 2110.

(c) A sum equal to five hundred thousand dollars (\$500,000) shall be apportioned in 12 approximately equal monthly apportionments, as provided in Section 2110.5.

(d) (1) Seventy-five percent of the funds payable under this section shall be apportioned among the counties monthly in the respective proportions that the number of fee-paid and exempt vehicles which are registered in each county bears to the total number of fee-paid and exempt vehicles registered in the state.

(2) For purposes of apportionment under this subdivision, the Department of Motor Vehicles shall, as soon as possible after the last day of each calendar month, furnish to the Controller a verified statement showing the number of fee-paid and exempt vehicles which are registered in each county and in the state as of the last day of each calendar month as reflected by the records of the Department of Motor Vehicles.

(e) Of the remaining money payable, there shall be paid to each eligible county an amount that is computed monthly as follows: The number of miles of maintained county roads in each county shall be multiplied by sixty dollars (\$60); from the resultant amount, there shall be deducted the amount received by each county under subdivision (d) and the remainder, if any, shall be paid to each county.

(f) The remaining money payable, after the foregoing apportionments, shall be apportioned among the counties in the same proportion as the money referred to in subdivision (d).

(g) (1) Transfers of revenues from the Highway Users Tax Account to counties pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008. This suspension shall not apply to a county with a population of less than 40,000.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a county may make use of any cash balance in its county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007–08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

(h) (1) The transfer of revenues from the Highway Users Tax Account to counties pursuant to this section that are collected during the months of January, February, and March 2009, shall be made with the transfer of April 2009 revenues in May 2009.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a county may make use of any cash balance in its county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (bond act)) for local streets and roads maintenance during the period of this suspension, provided the cash is replaced once this suspension is repaid in May of 2009.

(3) This subdivision shall not affect any requirement that an expenditure is required to be accrued and reflected from the appropriate funding source for which the money was received and to meet all the requirements of its funding source.

SEC. 39. Section 2105 of the Streets and Highways Code is amended to read:

2105. Notwithstanding Section 13340 of the Government Code, in addition to the apportionments prescribed by Sections 2104, 2106, and 2107, from the revenues derived from a per gallon tax imposed pursuant to Section 7360 of the Revenue and Taxation Code, and a per gallon tax imposed pursuant to Sections 8651, 8651.5, and 8651.6 of the Revenue and Taxation Code, and a per gallon tax imposed pursuant to Sections 60050 and 60115 of the Revenue and Taxation Code, the following apportionments shall be made:

(a) A sum equal to 5.8 percent of the per gallon tax under Section 7360 of the Revenue and Taxation Code, 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Sections 8651, 8651.5, and 8651.6 of the Revenue and Taxation Code, and 6.5 percent of the per gallon tax under Sections 60050 and 60115 of the Revenue and Taxation Code, shall be apportioned among the counties, including a city and county.

The amount of apportionment to each county, including a city and county, during a fiscal year shall be calculated as follows:

(1) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, in proportion to each county's receipts during the prior fiscal year under Sections 2104 and 2106.

(2) One million dollars (\$1,000,000) for apportionment to all counties, including a city and county, as follows:

(A) Seventy-five percent in the proportion that the number of fee-paid and exempt vehicles which are registered in the county bears to the number of fee-paid and exempt vehicles registered in the state.

(B) Twenty-five percent in the proportion that the number of miles of maintained county roads in the county bears to the miles of maintained county roads in the state.

(3) For each county, determine its factor which is the higher amount calculated pursuant to paragraph (1) or (2) divided by the sum of the higher amounts for all of the counties.

(4) The amount to be apportioned to each county is equal to its factor multiplied by the amount available for apportionment.

(b) A sum equal to 5.8 percent of the per gallon tax under Section 7360 of the Revenue and Taxation Code, 11.5 percent of any per gallon tax in excess of nine cents (\$0.09) per gallon under Sections 8651, 8651.5, and 8651.6 of the Revenue and Taxation Code, and 6.5 percent of the per gallon tax under Sections 60050 and 60115 of the Revenue and Taxation Code, shall be apportioned to cities, including a city and county, in the proportion that the total population of the city bears to the total population of all the cities in the state.

(c) (1) Transfers of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008. This suspension shall not apply to a county with a population of less than 40,000.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties and cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007-08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

(d) (1) The transfer of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of January, February, and March 2009 shall be made with the transfer of April 2009 revenues in May 2009.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (bond act)) for local streets and roads maintenance, during the period of this suspension, and the use of this cash shall not be considered as an expenditure of bond act funds, if the cash is replaced when the payments that are suspended pursuant to this subdivision are repaid in May 2009.

(3) This subdivision shall not affect any requirement that an expenditure is required to be accrued and reflected from the appropriate funding source for which the money was received and to meet all the requirements of its funding source.

SEC. 40. Section 2106 of the Streets and Highways Code is amended to read:

2106. Notwithstanding Section 13340 of the Government Code, a sum equal to the net revenue derived from 5.3 percent of the per gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2 of the Revenue and Taxation Code) shall be apportioned monthly from the Highway Users Tax Account in the Transportation Tax Fund among the counties and cities as follows:

(a) Four hundred dollars (\$400) per month shall be apportioned to each city and city and county and eight hundred dollars (\$800) per month shall be apportioned to each county and city and county.

(b) On the last day of each month, the sum of six hundred thousand dollars (\$600,000) shall be transferred to the State Highway Account in the State Transportation Fund for the Active Transportation Program pursuant to Chapter 8 (commencing with Section 2380). For each month in the 2013–14 fiscal year that has passed prior to the enactment of the bill adding this sentence, six hundred thousand dollars (\$600,000) shall be immediately transferred from the Bicycle Transportation Account to the State Highway Account in the State Transportation Fund for the Active Transportation Program, less any amount already expended for that program from the Bicycle Transportation Account during the 2013–14 fiscal year.

(c) The balance shall be apportioned, as follows:

(1) A base sum shall be computed for each county by using the same proportions of fee-paid and exempt vehicles as are established for purposes of apportionment of funds under subdivision (d) of Section 2104.

(2) For each county, the percentage of the total assessed valuation of tangible property subject to local tax levies within the county which is represented by the assessed valuation of tangible property outside the incorporated cities of the county shall be applied to its base sum, and the resulting amount shall be apportioned to the county. The assessed valuation of taxable tangible property, for purposes of this computation, shall be that most recently used for countywide tax levies as reported to the Controller by the State Board of Equalization. If an incorporation or annexation is legally completed following the base sum computation, the new city's assessed valuation shall be deducted from the county's assessed valuation, the estimate of which may be provided by the State Board of Equalization.

(3) The difference between the base sum for each county and the amount apportioned to the county shall be apportioned to the cities of that county in the proportion that the population of each city bears to the total population of all the cities in the county. Populations used for determining apportionment of money under Section 2107 are to be used for purposes of this section.

(d) (1) Transfers of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008. This suspension shall not apply to a county with a population of less than 40,000.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Counties and cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007–08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

(e) (1) The transfer of revenues from the Highway Users Tax Account to counties or cities pursuant to this section collected during the months of January, February, and March 2009, shall be made with the transfer of April 2009 revenues in May 2009.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city or county may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads or the county road fund, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (bond act)) for local streets and roads maintenance, during the period of this suspension, and the use of this cash shall not be considered as

an expenditure of bond act funds, if the cash is replaced when the payments that are suspended pursuant to this subdivision are repaid in May 2009.

(3) This subdivision shall not affect any requirement that an expenditure is required to be accrued and reflected from the appropriate funding source for which the money was received and to meet all the requirements of its funding source.

SEC. 41. Section 2107 of the Streets and Highways Code is amended to read:

2107. (a) Notwithstanding Section 13340 of the Government Code, a sum equal to the net revenues derived from 7.3 percent of the per gallon tax under the Motor Vehicle Fuel License Tax Law (Part 2 (commencing with Section 7301) of Division 2), 2.59 cents (\$0.0259) under the Use Fuel Tax Law (Part 3 (commencing with Section 8601) of Division 2), and 11.5 percent under the Diesel Fuel Tax Law (Part 31 (commencing with Section 60001) of Division 2) of the Revenue and Taxation Code, shall be apportioned monthly to the cities and cities and counties of this state from the Highway Users Tax Account in the Transportation Tax Fund as provided in this section.

(b) From the sum determined pursuant to subdivision (a), the Controller shall allocate annually to each city that has filed a report containing the information prescribed by subdivision (c) of Section 2152, and that had expenditures in excess of five thousand dollars (\$5,000) during the preceding fiscal year for snow removal, an amount equal to one-half of the amount of its expenditures for snow removal in excess of five thousand dollars (\$5,000) during that fiscal year.

(c) The balance of the sum determined pursuant to subdivision (a) from the Highway Users Tax Account shall be allocated to each city, including city and county, in the proportion that the total population of the city bears to the total population of all the cities in this state.

(d) (1) For the purpose of this section, except as otherwise provided in paragraph (2), the population in each city is the population determined for that city in the manner specified in Section 11005.3 of the Revenue and Taxation Code.

(2) Commencing with the ninth fiscal year of a city described in subdivision (a) of Section 11005.3 of the Revenue and Taxation Code, the sixth fiscal year of a city described in subdivision (b) of Section 11005.3 of the Revenue and Taxation Code, and the 61st month of the city described in subdivision (c) of Section 11005.3 of the Revenue and Taxation Code, the population in each city is the actual population of that city, as defined in subdivision (e) of Section 11005.3 of the Revenue and Taxation Code.

(e) (1) Transfers of revenues from the Highway Users Tax Account to cities pursuant to this section collected during the months of March, April, May, June, and July of 2008, shall be made with the transfer of August 2008 revenues in September of 2008.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (hereafter bond act)) for local streets and roads maintenance, during the period of this suspension, without the use of this cash being reflected as an expenditure of bond act funds, provided the cash is replaced once this suspension is repaid in September of 2008. Cities may accrue the revenue received in September 2008 as repayment of these suspensions for the months of April, May, and June of 2008 back to the 2007–08 fiscal year. Nothing in this paragraph shall change the fact that expenditures must be accrued and reflected from the appropriate funding sources for which the moneys were received and meet all the requirements of those funding sources.

(f) (1) A transfer of revenues from the Highway Users Tax Account to cities pursuant to this section collected during the months of January, February, and March 2009, shall be made with the transfer of April 2009 revenues in May 2009.

(2) For the purpose of meeting the cash obligations associated with ongoing budgeted costs, a city may make use of any cash balance in the city account that is designated for the receipt of state funds allocated for local streets and roads, including that resulting from the receipt of funds pursuant to the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006 (Chapter 12.49 (commencing with Section 8879.20) of Division 1 of Title 2 of the Government Code (bond act)) for local streets and roads maintenance, during the

period of this suspension, and the use of this cash shall not be reflected as an expenditure of bond act funds, if the cash is replaced once this suspension is repaid in May 2009.

(3) This subdivision shall not affect any requirement that an expenditure is required to be accrued and reflected from the appropriate funding sources for which the moneys were received and to meet all the requirements of those funding sources.

SEC. 42. Section 2192.4 is added to the Streets and Highways Code, to read:

2192.4. The Trade Corridor Enhancement Account is hereby created in the State Transportation Fund to receive funds from subdivision (b) of Section 60050 of the Revenue and Taxation Code, as adjusted. Funds in the account shall be available for expenditure upon appropriation by the Legislature for corridor-based freight projects nominated by local agencies and the state.

SEC. 43. The Legislature finds and declares all of the following:

(a) Californians know congestion. For decades, California has been home to five or six of the nation's most congested travel corridors, which are located in Los Angeles, the San Francisco-Oakland-San Jose Bay Area, the Inland Empire, San Diego, and increasingly, in the central valley. While congestion is a vexing challenge in a state that is home to nearly 40 million people and that adds nearly a half-million people each year, regions and localities are finding new ways to address congestion in highly traveled corridors by undertaking long-term, comprehensive, and multimodal approaches that seek to reduce congestion by expanding travel choices, improving the quality of life, and preserving the local community character within the corridor.

(b) Examples of this more comprehensive approach to improving congestion in highly traveled corridors include, but are not limited to, programs in the following regions:

(1) The North Coast Corridor improvements along Route 5 and the parallel rail corridor in the County of San Diego.

(2) The Route 91 and Metrolink rail corridor improvements in the County of Riverside.

(3) Emerging solutions for the Route 101 and Caltrain corridor connecting Silicon Valley with San Francisco.

(4) Multimodal approaches for the Route 101 and SMART rail corridor between the Counties of Marin and Sonoma.

(5) Comprehensive solutions for the Route 405 Corridor in the County of Los Angeles.

(c) The state recognizes the benefits to mobility, quality of life, and the environment through comprehensive, multimodal proposals that address mobility, community, and environmental challenges along highly traveled corridors. Therefore, the Solutions for Congested Corridors Program is being created to support collaborative and comprehensive proposals to address these challenges.

SEC. 44. Chapter 8.5 (commencing with Section 2390) is added to Division 3 of the Streets and Highways Code, to read:

CHAPTER 8.5. Congested Corridors

2390. The Solutions for Congested Corridors Program is hereby created.

2391. Pursuant to subdivision (b) of Section 11053 of the Revenue and Taxation Code, two hundred fifty million dollars (\$250,000,000) in the State Highway Account shall be available for appropriation to the Department of Transportation in each annual Budget Act for the Solutions for Congested Corridors Program. Funds made available for the program shall be allocated by the California Transportation Commission to projects designed to achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state. Funding shall be available for projects that make specific performance improvements and are part of a comprehensive corridor plan designed to reduce congestion in highly traveled corridors by providing more transportation choices for residents, commuters, and visitors to the area of the corridor while preserving the character of the local community and creating opportunities for neighborhood enhancement projects. In order to mitigate increases in vehicle miles traveled, greenhouse gases, and air pollution, highway lane capacity-increasing projects funded by this program shall be limited to high-occupancy vehicle lanes, managed lanes as defined in Section 14106 of the Government Code, and other non-

general purpose lane improvements primarily designed to improve safety for all modes of travel, such as auxiliary lanes, truck climbing lanes, or dedicated bicycle lanes. Project elements within the corridor plans may include improvements to state highways, local streets and roads, public transit facilities, bicycle and pedestrian facilities, and restoration or preservation work that protects critical local habitat or open space.

2392. A regional transportation planning agency or county transportation commission or authority responsible for preparing a regional transportation improvement plan under Section 14527 of the Government Code or the department may nominate projects for funding through the program that are consistent with the policy objectives of the program as set forth in this chapter. The commission shall allocate no more than one-half of the funds available each year to projects nominated exclusively by the department. Preference shall be given to corridor plans that demonstrate that the plans and the specific project improvements to be undertaken are the result of collaboration between the department and local or regional partners that reflect a comprehensive approach to addressing congestion and quality-of-life issues within the affected corridor through investment in transportation and related environmental solutions. Collaboration between the partners may be demonstrated by a project being jointly nominated by both the regional agency and the department.

2393. A project nomination shall include documentation regarding the quantitative and qualitative measures validating the project's consistency with the policy objectives of the program as set forth in this chapter. In addition to being included in a corridor plan, a nominated project shall also be included in the region's regional transportation plan. Projects within the boundaries of a metropolitan planning organization must be included in an adopted regional transportation plan that includes a sustainable communities strategy determined by the State Air Resources Board to achieve the region's greenhouse gas emissions reduction targets.

2394. The commission shall allocate program funds to projects after reviewing the corridor plans submitted by the regional agencies or the department and making a determination that a proposed project is consistent with the objectives of the corridor plan. In addition to making a consistency determination with respect to project nominations, the commission shall score the proposed projects on the following criteria:

- (a) Safety.
- (b) Congestion.
- (c) Accessibility.
- (d) Economic development and job creation and retention.
- (e) Furtherance of state and federal ambient air standards and greenhouse gas emissions reduction standards pursuant to the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38550) of the Health and Safety Code) and Senate Bill 375 (Chapter 728 of the Statutes of 2008).
- (f) Efficient land use.
- (g) Matching funds.
- (h) Project deliverability.

2395. The commission shall adopt an initial program of projects to be funded through the initial appropriation for the program. The initial program may cover a multiyear programming period. Subsequent programs of projects shall be adopted on a biennial basis consistent with available funds for the program, and may include updates to programs of projects previously adopted.

2396. The commission, in consultation with the State Air Resources Board, shall develop and adopt guidelines for the program consistent with the requirements of this chapter. Guidelines adopted by the commission shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code). Prior to adopting the guidelines, the commission shall conduct at least one public hearing in northern California and one public hearing in southern California to review and provide an opportunity for public comment. The commission shall adopt the final guidelines no sooner than 30 days after the commission provides the proposed guidelines to the Joint Legislative Budget Committee and the transportation policy committees in the Senate and the Assembly.

2397. On or before March 1, 2019, and annually thereafter, the commission shall provide project update reports on the development and implementation of the program described in this chapter in its annual report to the CASRP Appendix Page 117

Legislature prepared pursuant to Section 14535 of the Government Code. A copy of the report shall be provided to the Joint Legislative Budget Committee and the transportation policy committees of both houses of the Legislature. The report, at a minimum, shall include information on each project that received funding under the program, including, but not limited to, all of the following:

- (a) A summary describing the overall progress of the project since the initial award.
- (b) Expenditures to date for all project phase costs.
- (c) A summary of milestones achieved during the prior year and milestones expected to be reached in the coming year.
- (d) An assessment of how the project is meeting the quantitative and qualitative measurements identified in the project nomination, as outlined in Section 2393.

SEC. 45. Section 4000.15 is added to the Vehicle Code, to read:

4000.15. (a) Effective January 1, 2020, the department shall confirm, prior to the initial registration or the transfer of ownership and registration of a diesel-fueled vehicle with a gross vehicle weight rating of more than 14,000 pounds, that the vehicle is compliant with, or exempt from, applicable air pollution control technology requirements pursuant to Division 26 (commencing with Section 39000) of the Health and Safety Code and regulations of the State Air Resources Board adopted pursuant to that division.

(b) Except as otherwise provided in subdivision (c), for diesel-fueled vehicles subject to Section 43018 of the Health and Safety Code, as applied to the reduction of emissions of diesel particulate matter, oxides of nitrogen, and other criteria pollutants from in-use diesel-fueled vehicles, and Section 2025 of Title 13 of the California Code of Regulations as it read January 1, 2017, or as subsequently amended:

(1) The department shall refuse registration, or renewal or transfer of registration, for a diesel-fueled vehicle with a gross vehicle weight rating of 14,001 pounds to 26,000 pounds for the following vehicle model years:

- (A) Effective January 1, 2020, vehicle model years 2004 and older.
- (B) Effective January 1, 2021, vehicle model years 2007 and older.
- (C) Effective January 1, 2023, vehicle model years 2010 and older.

(2) The department shall refuse registration, or renewal or transfer of registration, for a diesel-fueled vehicle with a gross vehicle weight rating of more than 26,000 pounds for the following vehicle model years:

- (A) Effective January 1, 2020, vehicle model years 2000 and older.
- (B) Effective January 1, 2021, vehicle model years 2005 and older.
- (C) Effective January 1, 2022, vehicle model years 2007 and older.
- (D) Effective January 1, 2023, vehicle model years 2010 and older.

(c) (1) As determined by the State Air Resources Board, notwithstanding effective dates and vehicle model years identified in subdivision (b), the department may allow registration, or renewal or transfer of registration, for a diesel-fueled vehicle that has been reported to the State Air Resources Board, and is using an approved exemption, or is compliant with applicable air pollution control technology requirements pursuant to Division 26 (commencing with Section 39000) of the Health and Safety Code and regulations of the State Air Resources Board adopted pursuant to that division, including vehicles equipped with the required model year emissions equivalent engine or otherwise using an approved compliance option.

(2) The State Air Resources Board shall notify the department of the vehicles allowed to be registered pursuant to this subdivision.

SEC. 46. Section 4156 of the Vehicle Code is amended to read:

4156. (a) Notwithstanding any other provision of this code, and except as provided in subdivision (b), the department in its discretion may issue a temporary permit to operate a vehicle when a payment of fees has been accepted in an amount to be determined by, and paid to the department, by the owner or other person in lawful

possession of the vehicle. The permit shall be subject to the terms and conditions, and shall be valid for the period of time, that the department shall deem appropriate under the circumstances.

(b) (1) The department shall not issue a temporary permit pursuant to subdivision (a) to operate a vehicle for which a certificate of compliance is required pursuant to Section 4000.3, and for which that certificate of compliance has not been issued, unless the department is presented with sufficient evidence, as determined by the department, that the vehicle has failed its most recent smog check inspection.

(2) Only one temporary permit may be issued pursuant to this subdivision to a vehicle owner in a two-year period.

(3) A temporary permit issued pursuant to paragraph (1) is valid for either 60 days after the expiration of the registration of the vehicle or 60 days after the date that vehicle is removed from nonoperation, whichever is applicable at the time that the temporary permit is issued.

(4) A temporary permit issued pursuant to paragraph (1) is subject to Section 9257.5.

(c) (1) The department may issue a temporary permit pursuant to subdivision (a) to operate a vehicle for which registration may be refused pursuant to Section 4000.15.

(2) Only one temporary permit may be issued pursuant to this subdivision for any vehicle, unless otherwise approved by the State Air Resources Board.

(3) A temporary permit issued pursuant to paragraph (1) is valid for either 90 days after the expiration of the registration of the vehicle or 90 days after the date that vehicle is removed from nonoperation, whichever is applicable at the time the temporary permit is issued.

(4) A temporary permit issued pursuant to paragraph (1) is subject to Section 9257.5.

SEC. 47. Section 9250.6 is added to the Vehicle Code, to read:

9250.6. (a) In addition to any other fees specified in this code, or the Revenue and Taxation Code, commencing July 1, 2020, a road improvement fee of one hundred dollars (\$100) shall be paid to the department for registration or renewal of registration of every zero-emission motor vehicle model year 2020 and later subject to registration under this code, except those motor vehicles that are expressly exempted under this code from payment of registration fees.

(b) On January 1, 2021, and every January 1 thereafter, the Department of Motor Vehicles shall adjust the road improvement fee imposed under subdivision (a) by increasing the fee in an amount equal to the increase in the California Consumer Price Index for the prior year, except the first adjustment shall cover the prior six months, as calculated by the Department of Finance, with amounts equal to or greater than fifty cents (\$0.50) rounded to the highest whole dollar. The incremental change shall be added to the associated fee rate for that year.

(c) Any changes to the road improvement fee imposed by subdivision (a) that are enacted by legislation subsequent to July 1, 2017, shall be deemed to be changes to the base fee rate for purposes of the California Consumer Price Index calculation and adjustment performed pursuant to subdivision (b).

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

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

(f) The road improvement fee required pursuant to this section does not apply to the initial registration after the purchase of a new zero-emission motor vehicle.

(g) For purposes of this section, "zero-emission motor vehicle" means a motor vehicle as described in subdivision (d) of Section 44258 of the Health and Safety Code, or any other motor vehicle that is able to operate on any fuel other than gasoline or diesel fuel.

SEC. 48. (a) On or before January 1, 2019, the Institute for Transportation Studies at the University of California, Davis is requested to prepare and submit to the Governor and the Legislature a report that makes recommendations on potential methodologies to raise revenue from zero-emission and low-emission vehicle owners to achieve the state's transportation electrification, clean air, and climate targets established under law

while also ensuring those vehicle owners pay their fair share of any costs borne by motorists to fund improvements to the transportation system.

(b) The report shall examine all fees, taxes, and incentives for zero- and low-emission vehicles, and other vehicles, and shall make recommendations for options that ensure the purchase and ownership of zero- and low-emission vehicles are properly incentivized to assist in meeting state clean air and climate targets, while also ensuring appropriate levels of funding for roads and transportation.

(c) The study shall assess annual fees on zero-emission vehicles or other vehicles not otherwise subject to state fuel excise or use taxes and compare that to the average annual state fuel excise tax assessed on gasoline or diesel vehicles with equivalent fuel economy.

(d) The Institute shall consult with the State Air Resources Board, the Department of Transportation, the Department of Motor Vehicles, and the State Board of Equalization in preparing the report.

(e) This report shall be submitted in compliance with Section 9795 of the Government Code.

SEC. 49. Guidelines adopted to implement transportation programs in this act by the California Transportation Commission, the Department of Transportation, the Transportation Agency, or any other state agency shall be exempt from the Administrative Procedure Act (Chapter 3.5 (commencing with Section 11340) of Part 1 of Division 3 of Title 2 of the Government Code).

SEC. 50. This act is an urgency statute necessary for the immediate preservation of the public peace, health, or safety within the meaning of Article IV of the Constitution and shall go into immediate effect. The facts constituting the necessity are:

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

Appendix 1.2.5

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **AB-1358** requires cities and counties to include complete streets policies in their general plans.

Sources

Notes

Assembly Bill No. 1358

CHAPTER 657

An act to amend Sections 65040.2 and 65302 of the Government Code, relating to planning.

[Approved by Governor September 30, 2008. Filed with
Secretary of State September 30, 2008.]

LEGISLATIVE COUNSEL'S DIGEST

AB 1358, Leno. Planning: circulation element: transportation.

(1) Existing law requires the legislative body of each county and city to adopt a comprehensive, long-term general plan for the physical development of the county or city with specified elements, including a circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

This bill would require, commencing January 1, 2011, that the legislative body of a city or county, upon any substantive revision of the circulation element of the general plan, modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways, defined to include motorists, pedestrians, bicyclists, children, persons with disabilities, seniors, movers of commercial goods, and users of public transportation, in a manner that is suitable to the rural, suburban, or urban context of the general plan. By requiring new duties of local officials, this bill would impose a state-mandated local program.

(2) Existing law establishes in the Office of the Governor the Office of Planning and Research with duties that include developing and adopting guidelines for the preparation of and content of mandatory elements required in city and county general plans.

This bill would require the office, commencing January 1, 2009, and no later than January 1, 2014, upon the next revision of these guidelines, to prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, and in doing so to consider how appropriate accommodation varies depending on its transportation and land use context. It would authorize the office, in developing these guidelines, to consult with leading transportation experts, including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners.

(3) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

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

SECTION 1. This act shall be known and may be cited as the California Complete Streets Act of 2008.

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

(a) The California Global Warming Solutions Act of 2006, enacted as Chapter 488 of the Statutes of 2006, sets targets for the reduction of greenhouse gas emissions in California to slow the onset of human-induced climate change.

(b) The State Energy Resources Conservation and Development Commission has determined that transportation represents 41 percent of total greenhouse gas emissions in California.

(c) According to the United States Department of Transportation's 2001 National Household Travel Survey, 41 percent of trips in urban areas nationwide are two miles or less in length, and 66 percent of urban trips that are one mile or less are made by automobile.

(d) Shifting the transportation mode share from single passenger cars to public transit, bicycling, and walking must be a significant part of short- and long-term planning goals if the state is to achieve the reduction in the number of vehicle miles traveled and in greenhouse gas emissions required by current law.

(e) Walking and bicycling provide the additional benefits of improving public health and reducing treatment costs for conditions associated with reduced physical activity including obesity, heart disease, lung disease, and diabetes. Medical costs associated with physical inactivity were estimated by the State Department of Health Care Services to be \$28 billion in 2005.

(f) The California Blueprint for Bicycling and Walking, prepared pursuant to the Supplemental Report of the Budget Act of 2001, sets the goal of a 50 percent increase in bicycling and walking trips in California by 2010, and states that to achieve this goal, bicycling and walking must be considered in land use and community planning, and in all phases of transportation planning and project design.

(g) In order to fulfill the commitment to reduce greenhouse gas emissions, make the most efficient use of urban land and transportation infrastructure, and improve public health by encouraging physical activity, transportation planners must find innovative ways to reduce vehicle miles traveled and to shift from short trips in the automobile to biking, walking, and use of public transit.

(h) It is the intent of the Legislature to require in the development of the circulation element of a local government's general plan that the circulation

of users of streets, roads, and highways be accommodated in a manner suitable for the respective setting in rural, suburban, and urban contexts, and that users of streets, roads, and highways include bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, public transportation, and seniors.

SEC. 3. Section 65040.2 of the Government Code is amended to read:

65040.2. (a) In connection with its responsibilities under subdivision (l) of Section 65040, the office shall develop and adopt guidelines for the preparation of and the content of the mandatory elements required in city and county general plans by Article 5 (commencing with Section 65300) of Chapter 3. For purposes of this section, the guidelines prepared pursuant to Section 50459 of the Health and Safety Code shall be the guidelines for the housing element required by Section 65302. In the event that additional elements are hereafter required in city and county general plans by Article 5 (commencing with Section 65300) of Chapter 3, the office shall adopt guidelines for those elements within six months of the effective date of the legislation requiring those additional elements.

(b) The office may request from each state department and agency, as it deems appropriate, and the department or agency shall provide, technical assistance in readopting, amending, or repealing the guidelines.

(c) The guidelines shall be advisory to each city and county in order to provide assistance in preparing and maintaining their respective general plans.

(d) The guidelines shall contain the guidelines for addressing environmental justice matters developed pursuant to Section 65040.12.

(e) The guidelines shall contain advice including recommendations for best practices to allow for collaborative land use planning of adjacent civilian and military lands and facilities. The guidelines shall encourage enhanced land use compatibility between civilian lands and any adjacent or nearby military facilities through the examination of potential impacts upon one another.

(f) The guidelines shall contain advice for addressing the effects of civilian development on military readiness activities carried out on all of the following:

- (1) Military installations.
- (2) Military operating areas.
- (3) Military training areas.
- (4) Military training routes.
- (5) Military airspace.
- (6) Other territory adjacent to those installations and areas.

(g) By March 1, 2005, the guidelines shall contain advice, developed in consultation with the Native American Heritage Commission, for consulting with California Native American tribes for all of the following:

(1) The preservation of, or the mitigation of impacts to, places, features, and objects described in Sections 5097.9 and 5097.993 of the Public Resources Code.

(2) Procedures for identifying through the Native American Heritage Commission the appropriate California Native American tribes.

(3) Procedures for continuing to protect the confidentiality of information concerning the specific identity, location, character, and use of those places, features, and objects.

(4) Procedures to facilitate voluntary landowner participation to preserve and protect the specific identity, location, character, and use of those places, features, and objects.

(h) Commencing January 1, 2009, but no later than January 1, 2014, upon the next revision of the guidelines pursuant to subdivision (i), the office shall prepare or amend guidelines for a legislative body to accommodate the safe and convenient travel of users of streets, roads, and highways in a manner that is suitable to the rural, suburban, or urban context of the general plan, pursuant to subdivision (b) of Section 65302.

(1) In developing guidelines, the office shall consider how appropriate accommodation varies depending on its transportation and land use context, including urban, suburban, or rural environments.

(2) The office may consult with leading transportation experts including, but not limited to, bicycle transportation planners, pedestrian planners, public transportation planners, local air quality management districts, and disability and senior mobility planners.

(i) The office shall provide for regular review and revision of the guidelines established pursuant to this section.

SEC. 4. Section 65302 of the Government Code is amended to read:

65302. The general plan shall consist of a statement of development policies and shall include a diagram or diagrams and text setting forth objectives, principles, standards, and plan proposals. The plan shall include the following elements:

(a) A land use element that designates the proposed general distribution and general location and extent of the uses of the land for housing, business, industry, open space, including agriculture, natural resources, recreation, and enjoyment of scenic beauty, education, public buildings and grounds, solid and liquid waste disposal facilities, and other categories of public and private uses of land. The location and designation of the extent of the uses of the land for public and private uses shall consider the identification of land and natural resources pursuant to paragraph (3) of subdivision (d). The land use element shall include a statement of the standards of population density and building intensity recommended for the various districts and other territory covered by the plan. The land use element shall identify and annually review those areas covered by the plan that are subject to flooding identified by flood plain mapping prepared by the Federal Emergency Management Agency (FEMA) or the Department of Water Resources. The land use element shall also do both of the following:

(1) Designate in a land use category that provides for timber production those parcels of real property zoned for timberland production pursuant to the California Timberland Productivity Act of 1982 (Chapter 6.7 (commencing with Section 51100) of Part 1 of Division 1 of Title 5).

(2) Consider the impact of new growth on military readiness activities carried out on military bases, installations, and operating and training areas, when proposing zoning ordinances or designating land uses covered by the general plan for land, or other territory adjacent to military facilities, or underlying designated military aviation routes and airspace.

(A) In determining the impact of new growth on military readiness activities, information provided by military facilities shall be considered. Cities and counties shall address military impacts based on information from the military and other sources.

(B) The following definitions govern this paragraph:

(i) “Military readiness activities” mean all of the following:

(I) Training, support, and operations that prepare the men and women of the military for combat.

(II) Operation, maintenance, and security of any military installation.

(III) Testing of military equipment, vehicles, weapons, and sensors for proper operation or suitability for combat use.

(ii) “Military installation” means a base, camp, post, station, yard, center, homeport facility for any ship, or other activity under the jurisdiction of the United States Department of Defense as defined in paragraph (1) of subsection (e) of Section 2687 of Title 10 of the United States Code.

(b) (1) A circulation element consisting of the general location and extent of existing and proposed major thoroughfares, transportation routes, terminals, any military airports and ports, and other local public utilities and facilities, all correlated with the land use element of the plan.

(2) (A) Commencing January 1, 2011, upon any substantive revision of the circulation element, the legislative body shall modify the circulation element to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel in a manner that is suitable to the rural, suburban, or urban context of the general plan.

(B) For purposes of this paragraph, “users of streets, roads, and highways” means bicyclists, children, persons with disabilities, motorists, movers of commercial goods, pedestrians, users of public transportation, and seniors.

(c) A housing element as provided in Article 10.6 (commencing with Section 65580).

(d) (1) A conservation element for the conservation, development, and utilization of natural resources including water and its hydraulic force, forests, soils, rivers and other waters, harbors, fisheries, wildlife, minerals, and other natural resources. The conservation element shall consider the effect of development within the jurisdiction, as described in the land use element, on natural resources located on public lands, including military installations. That portion of the conservation element including waters shall be developed in coordination with any countywide water agency and with all district and city agencies, including flood management, water conservation, or groundwater agencies that have developed, served, controlled, managed, or conserved water of any type for any purpose in the county or city for which the plan is prepared. Coordination shall include

the discussion and evaluation of any water supply and demand information described in Section 65352.5, if that information has been submitted by the water agency to the city or county.

(2) The conservation element may also cover all of the following:

- (A) The reclamation of land and waters.
- (B) Prevention and control of the pollution of streams and other waters.
- (C) Regulation of the use of land in stream channels and other areas required for the accomplishment of the conservation plan.
- (D) Prevention, control, and correction of the erosion of soils, beaches, and shores.
- (E) Protection of watersheds.
- (F) The location, quantity and quality of the rock, sand and gravel resources.

(3) Upon the next revision of the housing element on or after January 1, 2009, the conservation element shall identify rivers, creeks, streams, flood corridors, riparian habitats, and land that may accommodate floodwater for purposes of groundwater recharge and stormwater management.

(e) An open-space element as provided in Article 10.5 (commencing with Section 65560).

(f) (1) A noise element that shall identify and appraise noise problems in the community. The noise element shall recognize the guidelines established by the Office of Noise Control and shall analyze and quantify, to the extent practicable, as determined by the legislative body, current and projected noise levels for all of the following sources:

- (A) Highways and freeways.
- (B) Primary arterials and major local streets.
- (C) Passenger and freight on-line railroad operations and ground rapid transit systems.
- (D) Commercial, general aviation, heliport, helistop, and military airport operations, aircraft overflights, jet engine test stands, and all other ground facilities and maintenance functions related to airport operation.
- (E) Local industrial plants, including, but not limited to, railroad classification yards.
- (F) Other ground stationary noise sources, including, but not limited to, military installations, identified by local agencies as contributing to the community noise environment.

(2) Noise contours shall be shown for all of these sources and stated in terms of community noise equivalent level (CNEL) or day-night average level (L_{dn}). The noise contours shall be prepared on the basis of noise monitoring or following generally accepted noise modeling techniques for the various sources identified in paragraphs (1) to (6), inclusive.

(3) The noise contours shall be used as a guide for establishing a pattern of land uses in the land use element that minimizes the exposure of community residents to excessive noise.

(4) The noise element shall include implementation measures and possible solutions that address existing and foreseeable noise problems, if any. The

adopted noise element shall serve as a guideline for compliance with the state's noise insulation standards.

(g) (1) A safety element for the protection of the community from any unreasonable risks associated with the effects of seismically induced surface rupture, ground shaking, ground failure, tsunami, seiche, and dam failure; slope instability leading to mudslides and landslides; subsidence, liquefaction, and other seismic hazards identified pursuant to Chapter 7.8 (commencing with Section 2690) of Division 2 of the Public Resources Code, and other geologic hazards known to the legislative body; flooding; and wildland and urban fires. The safety element shall include mapping of known seismic and other geologic hazards. It shall also address evacuation routes, military installations, peakload water supply requirements, and minimum road widths and clearances around structures, as those items relate to identified fire and geologic hazards.

(2) The safety element, upon the next revision of the housing element on or after January 1, 2009, shall also do the following:

(A) Identify information regarding flood hazards, including, but not limited to, the following:

(i) Flood hazard zones. As used in this subdivision, "flood hazard zone" means an area subject to flooding that is delineated as either a special hazard area or an area of moderate or minimal hazard on an official flood insurance rate map issued by the Federal Emergency Management Agency. The identification of a flood hazard zone does not imply that areas outside the flood hazard zones or uses permitted within flood hazard zones will be free from flooding or flood damage.

(ii) National Flood Insurance Program maps published by FEMA.

(iii) Information about flood hazards that is available from the United States Army Corps of Engineers.

(iv) Designated floodway maps that are available from the Central Valley Flood Protection Board.

(v) Dam failure inundation maps prepared pursuant to Section 8589.5 that are available from the Office of Emergency Services.

(vi) Awareness Floodplain Mapping Program maps and 200-year flood plain maps that are or may be available from, or accepted by, the Department of Water Resources.

(vii) Maps of levee protection zones.

(viii) Areas subject to inundation in the event of the failure of project or nonproject levees or floodwalls.

(ix) Historical data on flooding, including locally prepared maps of areas that are subject to flooding, areas that are vulnerable to flooding after wildfires, and sites that have been repeatedly damaged by flooding.

(x) Existing and planned development in flood hazard zones, including structures, roads, utilities, and essential public facilities.

(xi) Local, state, and federal agencies with responsibility for flood protection, including special districts and local offices of emergency services.

(B) Establish a set of comprehensive goals, policies, and objectives based on the information identified pursuant to subparagraph (A), for the protection

of the community from the unreasonable risks of flooding, including, but not limited to:

- (i) Avoiding or minimizing the risks of flooding to new development.
- (ii) Evaluating whether new development should be located in flood hazard zones, and identifying construction methods or other methods to minimize damage if new development is located in flood hazard zones.
- (iii) Maintaining the structural and operational integrity of essential public facilities during flooding.
- (iv) Locating, when feasible, new essential public facilities outside of flood hazard zones, including hospitals and health care facilities, emergency shelters, fire stations, emergency command centers, and emergency communications facilities or identifying construction methods or other methods to minimize damage if these facilities are located in flood hazard zones.
- (v) Establishing cooperative working relationships among public agencies with responsibility for flood protection.

(C) Establish a set of feasible implementation measures designed to carry out the goals, policies, and objectives established pursuant to subparagraph (B).

(3) After the initial revision of the safety element pursuant to paragraph (2), upon each revision of the housing element, the planning agency shall review and, if necessary, revise the safety element to identify new information that was not available during the previous revision of the safety element.

(4) Cities and counties that have flood plain management ordinances that have been approved by FEMA that substantially comply with this section, or have substantially equivalent provisions to this subdivision in their general plans, may use that information in the safety element to comply with this subdivision, and shall summarize and incorporate by reference into the safety element the other general plan provisions or the flood plain ordinance, specifically showing how each requirement of this subdivision has been met.

(5) Prior to the periodic review of its general plan and prior to preparing or revising its safety element, each city and county shall consult the California Geological Survey of the Department of Conservation, the Central Valley Flood Protection Board, if the city or county is located within the boundaries of the Sacramento and San Joaquin Drainage District, as set forth in Section 8501 of the Water Code, and the Office of Emergency Services for the purpose of including information known by and available to the department, the office, and the board required by this subdivision.

(6) To the extent that a county's safety element is sufficiently detailed and contains appropriate policies and programs for adoption by a city, a city may adopt that portion of the county's safety element that pertains to the city's planning area in satisfaction of the requirement imposed by this subdivision.

SEC. 5. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or

school district has the authority to levy service charges, fees, or assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.

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Appendix 1.2.6

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **E.O. B-32-15** directs State agencies to improve freight efficiency, transition to zero-emission technologies, and identify State policies, programs, and investments to achieve these goals while increasing the competitiveness of California's freight system.

Sources

Notes

This is historical material “frozen in time”. The website is no longer updated and links to external websites and some internal pages may not work.



Office of Governor
Edmund G. Brown Jr.

EXECUTIVE ORDER B-32-15

Published: Jul 17, 2015

EXECUTIVE ORDER B-32-15

WHEREAS California’s vast transportation system connects 38 million residents and supports a vibrant economy with \$2.2 trillion in annual gross domestic product; and

WHEREAS California’s complex freight transportation system is responsible for one-third of the State’s economy and jobs, with freight-dependent industries accounting for over \$700 billion in revenue and over 5 million jobs in 2013; and

WHEREAS California is the largest gateway for international trade and domestic commerce in the nation, with an interconnected system of ports, railroads, highways, and roads that allow goods from around the world to move throughout the state; and

WHEREAS significant investments in freight infrastructure are necessary to ensure the continued economic competitiveness of our state; and

WHEREAS California has recently set new, aggressive targets for reducing pollution, including decreasing greenhouse gas emissions 40% below 1990 levels by 2030 and cutting petroleum use in cars and trucks by up to half from current levels by 2030 and established strategies to prepare for climate change; and

WHEREAS freight transportation in California generates a high portion of local pollution in parts of the state with poor air quality and an increasing contribution of greenhouse gas emissions; and

WHEREAS the policies and investments of state transportation and environmental agencies can influence California’s freight system to become more efficient, competitive, and environmentally sustainable; and

WHEREAS future investments to upgrade freight vehicles and infrastructure should utilize technologies, energy sources, and fuels that enable greater transportation efficiency while reducing community and environmental impacts.

NOW, THEREFORE, I, EDMUND G. BROWN JR., Governor of the State of California, by the authority vested in me by the Constitution and statutes of the State of California, do hereby order the following, effective immediately:

IT IS HEREBY ORDERED that the Secretary of the California State Transportation Agency, the Secretary of the California Environmental Protection Agency, and the Secretary of the Natural Resources Agency lead

other relevant state departments including the California Air Resources Board, the California Department of Transportation, the California Energy Commission, and the Governor's Office of Business and Economic Development to develop an integrated action plan by July 2016 that establishes clear targets to improve freight efficiency, transition to zero-emission technologies, and increase competitiveness of California's freight system.

IT IS FURTHER ORDERED that this action plan identify state policies, programs, and investments to achieve these targets, and that the plan be informed by existing state agency strategies, including the California Freight Mobility Plan, Sustainable Freight Pathways to Zero and Near-Zero Emissions, Integrated Energy Policy Report, as well as broad stakeholder input.

IT IS FURTHER ORDERED that to ensure progress towards a sustainable freight system, these entities initiate work this year on corridor-level freight pilot projects within the State's primary trade corridors that integrate advanced technologies, alternative fuels, freight and fuel infrastructure, and local economic development opportunities.

IT IS FURTHER ORDERED that agencies under my direct executive authority cooperate in the implementation of this Order, and it is requested that other public and private entities assist in its development and implementation as appropriate.

This Executive Order is not intended to create, and does not create, any rights or benefits, whether substantive or procedural, or enforceable at law or in equity, against the State of California or its agencies, departments, entities, officers, employees, or any other person.

I FURTHER DIRECT that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice be given to this Order.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 16th day of July 2015.

EDMUND G. BROWN JR.
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

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Appendix 1.2.7

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **SB-743** created a process to change the way transportation impacts are analyzed and mitigated to focus on reducing VMT instead of automobile LOS.

Sources

Notes

**SB-743 Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento.** (2013-2014)

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**Senate Bill No. 743****CHAPTER 386**

An act to amend Sections 65088.1 and 65088.4 of the Government Code, and to amend Sections 21181, 21183, 21186, 21187, 21189.1, and 21189.3 of, to add Section 21155.4 to, to add Chapter 2.7 (commencing with Section 21099) to Division 13 of, to add and repeal Section 21168.6.6 of, and to repeal and add Section 21185 of, the Public Resources Code, relating to environmental quality.

[Approved by Governor September 27, 2013. Filed with Secretary of State September 27, 2013.]

LEGISLATIVE COUNSEL'S DIGEST

SB 743, Steinberg. Environmental quality: transit oriented infill projects, judicial review streamlining for environmental leadership development projects, and entertainment and sports center in the City of Sacramento.

(1) The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires a party bringing an action or proceeding alleging that a lead agency's approval of a project certified by the Governor as an environmental leadership development project is in violation of the California Environmental Quality Act to file the action or proceeding with the Court of Appeal with geographic jurisdiction over the project and requires the Court of Appeal to issue its decision within 175 days of the filing of the petition. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 requires the lead agency to concurrently prepare the record of proceeding for the leadership project with the review and consideration of the project. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 provides that the above provision does not apply to a project for which a lead agency fails to certify an environmental impact report on or before June 1, 2014. The Jobs and Economic Improvement Through Environmental Leadership Act of 2011 is repealed by its own terms on January 1, 2015.

This bill would instead require the Judicial Council, on or before July 1, 2014, to adopt a rule of court to establish procedures applicable to actions or proceedings seeking judicial review of a public agency's action in certifying the environmental impact report and in granting project approval that requires the actions or proceedings, including any appeals therefrom, be resolved, within 270 days of the certification of the record of proceedings. The bill would extend the operation of the judicial review procedures unless the lead agency fails to certify an environmental impact report for an environmental leadership project on or before January 1, 2016. The bill would provide that the above provisions do not apply to a project if the Governor does not certify the project as an environmental leadership development project prior to January 1, 2016. Because this bill would extend the time period for which a lead agency would be required to concurrently prepare the record of proceeding with the review and consideration of the environmental leadership development projects, this bill would impose a state-mandated local program. The bill would require the lead agency, within 10 days of the Governor's certification, to issue, at the applicant's expense, a specified public notice, thereby imposing a state-mandated local program.

The bill would repeal the Jobs and Economic Improvement Through Environmental Leadership Act of 2011 on January 1, 2017.

(2) The California Environmental Quality Act, commonly known as 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 establishes a procedure by which a person may seek judicial review of the decision of the lead agency made pursuant to CEQA.

This bill would provide that aesthetic and parking impacts of a residential, mixed-use residential, or employment center project, as defined, on an infill site, as defined, within a transit priority area, as defined, shall not be considered significant impacts on the environment. The bill would require the Office of Planning and Research to prepare and submit to the Secretary of the Natural Resources Agency, and the secretary to certify and adopt, revisions to the guidelines for the implementation of CEQA establishing criteria for determining the significance of transportation impacts of projects within transit priority areas.

This bill would, except for specified circumstances, exempt from CEQA residential, employment center, and mixed-use development projects meeting specified criteria. Because a lead agency would be required to determine the applicability of this exemption, this bill would impose a state-mandated local program.

This bill would require the public agency, in certifying the environmental impact report and in granting approvals for a specified entertainment and sports center project located in the City of Sacramento, including the concurrent preparation of the record of proceedings and the certification of the record of proceeding within 5 days of the filing of a specified notice, to comply with specified procedures. Because a public agency would be required to comply with those new procedures, this bill would impose a state-mandated local program. The bill would require the Judicial Council, on or before July 1, 2014, to adopt a rule of court to establish procedures applicable to actions or proceedings seeking judicial review of a public agency's action in certifying the environmental impact report and in granting project approval that requires the actions or proceedings, including any appeals therefrom, be resolved, to the extent feasible, within 270 days of the certification of the record of proceedings. The bill would provide that the above provisions are inoperative and repealed on January 1 of the following year if the applicant fails to notify the lead agency before the release of the draft environmental impact report for public comment that the applicant is electing to proceed pursuant to the above provisions.

(3) Existing law requires the development, adoption, and updating of a congestion management program for each county that includes an urbanized area, as defined. The plan is required to contain specified elements and to be submitted to regional agencies, as defined, for determination of whether the program is consistent with regional transportation plans. The regional agency is then directed to monitor the implementation of all elements of each congestion management program. The required elements include traffic level of service standards for a system of designated highways and roadways. Existing law defines "infill opportunity zone" for purposes of the above-described provisions and exempts streets and highways in an infill opportunity zone from the level of service standards specified in the above-described provisions and instead requires alternate level of service standards to be applied. Existing law prohibits a city or county from designating an infill opportunity zone after December 31, 2009.

This bill would revise the definition of "infill opportunity zone," as specified. The bill would authorize the designation of an infill opportunity zone that is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by an applicable metropolitan planning organization.

(4) Existing law terminates the designation of an infill opportunity zone if no development project is completed within that zone within 4 years from the date of the designation.

This bill would repeal this provision.

This bill would make findings and declarations as to the necessity of a special statute for the City of Sacramento.

(5) The California Constitution requires the state to reimburse local agencies and school districts for certain costs mandated by the state. Statutory provisions establish procedures for making that reimbursement.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: yes

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. (a) The Legislature finds and declares the following:

(1) With the adoption of Chapter 728 of the Statutes of 2008, popularly known as the Sustainable Communities and Climate Protection Act of 2008, the Legislature signaled its commitment to encouraging land use and transportation planning decisions and investments that reduce vehicle miles traveled and contribute to the reductions in greenhouse gas emissions required in the California Global Warming Solutions Act of 2006 (Division 25.5 (commencing with Section 38500) of the Health and Safety Code). Similarly, the California Complete Streets Act of 2008 (Chapter 657 of the Statutes of 2008) requires local governments to plan for a balanced, multimodal transportation network that meets the needs of all users of streets, roads, and highways for safe and convenient travel.

(2) Transportation analyses under the California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) typically study changes in automobile delay. New methodologies under the California Environmental Quality Act are needed for evaluating transportation impacts that are better able to promote the state's goals of reducing greenhouse gas emissions and traffic-related air pollution, promoting the development of a multimodal transportation system, and providing clean, efficient access to destinations.

(b) It is the intent of the Legislature to do both of the following:

(1) Ensure that the environmental impacts of traffic, such as noise, air pollution, and safety concerns, continue to be properly addressed and mitigated through the California Environmental Quality Act.

(2) More appropriately balance the needs of congestion management with statewide goals related to infill development, promotion of public health through active transportation, and reduction of greenhouse gas emissions.

SEC. 2. The Legislature further finds and declares all of the following:

(a) The Federal Reserve has stated that "[m]ost policymakers estimate the longer-run normal rate of unemployment is between 5.2 and 6 percent." At 7.6 percent, the current United States unemployment rate remains markedly higher than the normal rate and both the unemployment rates in Sacramento County and California are higher than the current national unemployment rate.

(b) The California Environmental Quality Act (Division 13 (commencing with Section 21000) of the Public Resources Code) requires that the environmental impacts of development projects be identified and mitigated. The act also guarantees the public an opportunity to review and comment on the environmental impacts of a project and to participate meaningfully in the development of mitigation measures for potentially significant environmental impacts.

(c) The existing home of the City of Sacramento's National Basketball Association (NBA) team, the Sleep Train Arena, is an old and outmoded facility located outside of the City of Sacramento's downtown area and is not serviced by the region's existing heavy and light rail transportation networks. It was constructed 25 years ago and a new, more efficient entertainment and sports center located in downtown Sacramento is needed to meet the city's and region's needs.

(d) The City of Sacramento and the region would greatly benefit from the addition of a multipurpose event center capable of hosting a wide range of events including exhibitions, conventions, sporting events, as well as musical, artistic, and cultural events in downtown Sacramento.

(e) The proposed entertainment and sports center project is a public-private partnership between the City of Sacramento and the applicant that will result in the construction of a new state-of-the-art multipurpose event center, and surrounding infill development in downtown Sacramento as described in the notice of preparation released by the City of Sacramento on April 12, 2013.

(f) The project will generate over 4,000 full-time jobs including employees hired both during construction and operation of the entertainment and sports center project. This employment estimate does not include the substantial job generation that will occur with the surrounding development uses, which will generate additional hospitality, office, restaurant, and retail jobs in Sacramento's downtown area.

(g) The project also presents an unprecedented opportunity to implement innovative measures that will significantly reduce traffic and air quality impacts and mitigate the greenhouse gas emissions resulting from the project. The project site is located in downtown Sacramento near heavy and light rail transit facilities, situated to maximize opportunities to encourage nonautomobile modes of travel to the entertainment and sports center project, and is consistent with the policies and regional vision included in the Sustainable Communities Strategy adopted pursuant to Chapter 728 of the Statutes of 2008 by the Sacramento Area Council of Governments in April of 2012. The project is also located within close proximity to three major infill development areas including projects (The Bridge District, Railyards, and Township Nine) that received infill infrastructure grants from the state pursuant to Proposition 1C.

(h) It is in the interest of the state to expedite judicial review of the entertainment and sports center project, as appropriate, while protecting the environment and the right of the public to review, comment on, and, if necessary, seek judicial review of, the adequacy of the environmental impact report for the project.

SEC. 3. Section 65088.1 of the Government Code is amended to read:

65088.1. As used in this chapter the following terms have the following meanings:

(a) Unless the context requires otherwise, "agency" means the agency responsible for the preparation and adoption of the congestion management program.

(b) "Bus rapid transit corridor" means a bus service that includes at least four of the following attributes:

- (1) Coordination with land use planning.
- (2) Exclusive right-of-way.
- (3) Improved passenger boarding facilities.
- (4) Limited stops.
- (5) Passenger boarding at the same height as the bus.
- (6) Prepaid fares.
- (7) Real-time passenger information.
- (8) Traffic priority at intersections.
- (9) Signal priority.
- (10) Unique vehicles.

(c) "Commission" means the California Transportation Commission.

(d) "Department" means the Department of Transportation.

(e) "Infill opportunity zone" means a specific area designated by a city or county, pursuant to subdivision (c) of Section 65088.4, that is within one-half mile of a major transit stop or high-quality transit corridor included in a regional transportation plan. A major transit stop is as defined in Section 21064.3 of the Public Resources Code, except that, for purposes of this section, it also includes major transit stops that are included in the applicable regional transportation plan. For purposes of this section, a high-quality transit corridor means a corridor with fixed route bus service with service intervals no longer than 15 minutes during peak commute hours.

(f) "Interregional travel" means any trips that originate outside the boundary of the agency. A "trip" means a one-direction vehicle movement. The origin of any trip is the starting point of that trip. A roundtrip consists of two individual trips.

(g) "Level of service standard" is a threshold that defines a deficiency on the congestion management program highway and roadway system which requires the preparation of a deficiency plan. It is the intent of the Legislature that the agency shall use all elements of the program to implement strategies and actions that avoid the creation of deficiencies and to improve multimodal mobility.

(h) "Local jurisdiction" means a city, a county, or a city and county.

(i) "Multimodal" means the utilization of all available modes of travel that enhance the movement of people and goods, including, but not limited to, highway, transit, nonmotorized, and demand management strategies including, but not limited to, telecommuting. The availability and practicality of specific multimodal systems, projects, and strategies may vary by county and region in accordance with the size and complexity of different urbanized areas.

(j) (1) "Parking cash-out program" means an employer-funded program under which an employer offers to provide a cash allowance to an employee equivalent to the parking subsidy that the employer would otherwise pay to provide the employee with a parking space. "Parking subsidy" means the difference between the out-of-pocket amount paid by an employer on a regular basis in order to secure the availability of an employee parking space not owned by the employer and the price, if any, charged to an employee for use of that space.

(2) A parking cash-out program may include a requirement that employee participants certify that they will comply with guidelines established by the employer designed to avoid neighborhood parking problems, with a provision that employees not complying with the guidelines will no longer be eligible for the parking cash-out program.

(k) "Performance measure" is an analytical planning tool that is used to quantitatively evaluate transportation improvements and to assist in determining effective implementation actions, considering all modes and strategies. Use of a performance measure as part of the program does not trigger the requirement for the preparation of deficiency plans.

(l) "Urbanized area" has the same meaning as is defined in the 1990 federal census for urbanized areas of more than 50,000 population.

(m) Unless the context requires otherwise, "regional agency" means the agency responsible for preparation of the regional transportation improvement program.

SEC. 4. Section 65088.4 of the Government Code is amended to read:

65088.4. (a) It is the intent of the Legislature to balance the need for level of service standards for traffic with the need to build infill housing and mixed use commercial developments within walking distance of mass transit facilities, downtowns, and town centers and to provide greater flexibility to local governments to balance these sometimes competing needs.

(b) Notwithstanding any other provision of law, level of service standards described in Section 65089 shall not apply to the streets and highways within an infill opportunity zone.

(c) The city or county may designate an infill opportunity zone by adopting a resolution after determining that the infill opportunity zone is consistent with the general plan and any applicable specific plan, and is a transit priority area within a sustainable communities strategy or alternative planning strategy adopted by the applicable metropolitan planning organization.

SEC. 5. Chapter 2.7 (commencing with Section 21099) is added to Division 13 of the Public Resources Code, to read:

CHAPTER 2.7. Modernization of Transportation Analysis for Transit-Oriented Infill Projects

21099. (a) For purposes of this section, the following terms mean the following:

(1) "Employment center project" means a project located on property zoned for commercial uses with a floor area ratio of no less than 0.75 and that is located within a transit priority area.

(2) "Floor area ratio" means the ratio of gross building area of the development, excluding structured parking areas, proposed for the project divided by the net lot area.

(3) "Gross building area" means the sum of all finished areas of all floors of a building included within the outside faces of its exterior walls.

(4) "Infill site" means a lot located within an urban area that has been previously developed, or on a vacant site where at least 75 percent of the perimeter of the site adjoins, or is separated only by an improved public right-of-way from, parcels that are developed with qualified urban uses.

(5) "Lot" means all parcels utilized by the project.

(6) "Net lot area" means the area of a lot, excluding publicly dedicated land and private streets that meet local standards, and other public use areas as determined by the local land use authority.

(7) "Transit priority area" means an area within one-half mile of a major transit stop that is existing or planned, if the planned stop is scheduled to be completed within the planning horizon included in a Transportation Improvement Program adopted pursuant to Section 450.216 or 450.322 of Title 23 of the Code of Federal Regulations.

(b) (1) The Office of Planning and Research shall prepare, develop, and transmit to the Secretary of the Natural Resources Agency for certification and adoption proposed revisions to the guidelines adopted pursuant to Section 21083 establishing criteria for determining the significance of transportation impacts of projects within transit priority areas. Those criteria shall promote the reduction of greenhouse gas emissions, the development of multimodal transportation networks, and a diversity of land uses. In developing the criteria, the office shall recommend potential metrics to measure transportation impacts that may include, but are not limited to, vehicle miles traveled, vehicle miles traveled per capita, automobile trip generation rates, or automobile trips generated. The office may also establish criteria for models used to analyze transportation impacts to ensure the models are accurate, reliable, and consistent with the intent of this section.

(2) Upon certification of the guidelines by the Secretary of the Natural Resources Agency pursuant to this section, automobile delay, as described solely by level of service or similar measures of vehicular capacity or traffic congestion shall not be considered a significant impact on the environment pursuant to this division, except in locations specifically identified in the guidelines, if any.

(3) This subdivision does not relieve a public agency of the requirement to analyze a project's potentially significant transportation impacts related to air quality, noise, safety, or any other impact associated with transportation. The methodology established by these guidelines shall not create a presumption that a project will not result in significant impacts related to air quality, noise, safety, or any other impact associated with transportation. Notwithstanding the foregoing, the adequacy of parking for a project shall not support a finding of significance pursuant to this section.

(4) This subdivision does not preclude the application of local general plan policies, zoning codes, conditions of approval, thresholds, or any other planning requirements pursuant to the police power or any other authority.

(5) On or before July 1, 2014, the Office of Planning and Research shall circulate a draft revision prepared pursuant to paragraph (1).

(c) (1) The Office of Planning and Research may adopt guidelines pursuant to Section 21083 establishing alternative metrics to the metrics used for traffic levels of service for transportation impacts outside transit priority areas. The alternative metrics may include the retention of traffic levels of service, where appropriate and as determined by the office.

(2) This subdivision shall not affect the standard of review that would apply to the new guidelines adopted pursuant to this section.

(d) (1) Aesthetic and parking impacts of a residential, mixed-use residential, or employment center project on an infill site within a transit priority area shall not be considered significant impacts on the environment.

(2) (A) This subdivision does not affect, change, or modify the authority of a lead agency to consider aesthetic impacts pursuant to local design review ordinances or other discretionary powers provided by other laws or policies.

(B) For the purposes of this subdivision, aesthetic impacts do not include impacts on historical or cultural resources.

(e) This section does not affect the authority of a public agency to establish or adopt thresholds of significance that are more protective of the environment.

SEC. 6. Section 21155.4 is added to the Public Resources Code, to read:

21155.4. (a) Except as provided in subdivision (b), a residential, employment center, as defined in paragraph (1) of subdivision (a) of Section 21099, or mixed-use development project, including any subdivision, or any zoning, change that meets all of the following criteria is exempt from the requirements of this division:

(1) The project is proposed within a transit priority area, as defined in subdivision (a) of Section 21099.

(2) The project is undertaken to implement and is consistent with a specific plan for which an environmental impact report has been certified.

(3) The project is consistent with the general use designation, density, building intensity, and applicable policies specified for the project area in either a sustainable communities strategy or an alternative planning strategy for which the State Air Resources Board, pursuant to subparagraph (H) of paragraph (2) of subdivision (b) of Section 65080 of the Government Code, has accepted a metropolitan planning organization's determination that the sustainable communities strategy or the alternative planning strategy would, if implemented, achieve the greenhouse gas emissions reduction targets.

(b) Further environmental review shall be conducted only if any of the events specified in Section 21166 have occurred.

SEC. 7. Section 21168.6.6 is added to the Public Resources Code, to read:

21168.6.6. (a) For the purposes of this section, the following definitions shall have the following meanings:

(1) "Applicant" means a private entity or its affiliates that proposes the project and its successors, heirs, and assignees.

(2) "City" means the City of Sacramento.

(3) "Downtown arena" means the following components of the entertainment and sports center project from demolition and site preparation through operation:

(A) An arena facility that will become the new home to the City of Sacramento's National Basketball Association (NBA) team that does both of the following:

(i) Receives Leadership in Energy and Environmental Design (LEED) gold certification for new construction within one year of completion of the first NBA season.

(ii) Minimizes operational traffic congestion and air quality impacts through either or both project design and the implementation of feasible mitigation measures that will do all of the following:

(I) Achieve and maintain carbon neutrality or better by reducing to at least zero the net emissions of greenhouse gases, as defined in subdivision (g) of Section 38505 of the Health and Safety Code, from private automobile trips to the downtown arena as compared to the baseline as verified by the Sacramento Metropolitan Air Quality Management District.

(II) Achieve a per attendee reduction in greenhouse gas emissions from automobiles and light trucks compared to per attendee greenhouse gas emissions associated with the existing arena during the 2012–13 NBA season that will exceed the carbon reduction targets for 2020 and 2035 achieved in the sustainable communities strategy prepared by the Sacramento Area Council of Governments for the Sacramento region pursuant to Chapter 728 of the Statutes of 2008.

(III) Achieve and maintain vehicle-miles-traveled per attendee for NBA events at the downtown arena that is no more than 85 percent of the baseline.

(B) Associated public spaces.

(C) Facilities and infrastructure for ingress, egress, and use of the arena facility.

(4) "Entertainment and sports center project" or "project" means a project that substantially conforms to the project description for the entertainment and sports center project set forth in the notice of preparation released by the City of Sacramento on April 12, 2013.

(b) (1) The city may prosecute an eminent domain action for 545 and 600 K Street, Sacramento, California, and surrounding publicly accessible areas and rights-of-way within 200 feet of 600 K Street, Sacramento, California, through order of possession pursuant to the Eminent Domain Law (Title 7 (commencing with Section 1230.010) of Part 3 of the Code of Civil Procedure) prior to completing the environmental review under this division.

(2) Paragraph (1) shall not apply to any other eminent domain actions prosecuted by the City of Sacramento or to eminent domain actions based on a finding of blight.

(c) Notwithstanding any other law, the procedures established pursuant to subdivision (d) shall apply to an action or proceeding brought to attack, review, set aside, void, or annul the certification of the environmental impact report for the project or the granting of any project approvals.

(d) On or before July 1, 2014, the Judicial Council shall adopt a rule of court to establish procedures applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the environmental impact report for the project or the granting of any project approvals that require the actions or proceedings, including any potential appeals therefrom, be resolved, to the extent feasible, within 270 days of certification of the record of proceedings pursuant to subdivision (f).

(e) (1) The draft and final environmental impact report shall include a notice in not less than 12-point type stating the following:

THIS EIR IS SUBJECT TO SECTION 21168.6.6 OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT THE LEAD AGENCY NEED NOT CONSIDER CERTAIN COMMENTS FILED AFTER THE CLOSE OF THE PUBLIC COMMENT PERIOD FOR THE DRAFT EIR. ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTION 21168.6.6 OF THE PUBLIC RESOURCES CODE. A COPY OF SECTION 21168.6.6 OF THE PUBLIC RESOURCES CODE IS INCLUDED IN THE APPENDIX TO THIS EIR.

(2) The draft environmental impact report and final environmental impact report shall contain, as an appendix, the full text of this section.

(3) Within 10 days after the release of the draft environmental impact report, the lead agency shall conduct an informational workshop to inform the public of the key analyses and conclusions of that report.

(4) Within 10 days before the close of the public comment period, the lead agency shall hold a public hearing to receive testimony on the draft environmental impact report. A transcript of the hearing shall be included as an appendix to the final environmental impact report.

(5) (A) Within five days following the close of the public comment period, a commenter on the draft environmental impact report may submit to the lead agency a written request for nonbinding mediation. The lead agency and applicant shall participate in nonbinding mediation with all commenters who submitted timely comments on the draft environmental impact report and who requested the mediation. Mediation conducted pursuant to this paragraph shall end no later than 35 days after the close of the public comment period.

(B) A request for mediation shall identify all areas of dispute raised in the comment submitted by the commenter that are to be mediated.

(C) The lead agency shall select one or more mediators who shall be retired judges or recognized experts with at least five years experience in land use and environmental law or science, or mediation. The applicant shall bear the costs of mediation.

(D) A mediation session shall be conducted on each area of dispute with the parties requesting mediation on that area of dispute.

(E) The lead agency shall adopt, as a condition of approval, any measures agreed upon by the lead agency, the applicant, and any commenter who requested mediation. A commenter who agrees to a measure pursuant to this subparagraph shall not raise the issue addressed by that measure as a basis for an action or proceeding challenging the lead agency's decision to certify the environmental impact report or to grant one or more initial project approvals.

(6) The lead agency need not consider written comments submitted after the close of the public comment period, unless those comments address any of the following:

(A) New issues raised in the response to comments by the lead agency.

(B) New information released by the public agency subsequent to the release of the draft environmental impact report, such as new information set forth or embodied in a staff report, proposed permit, proposed resolution, ordinance, or similar documents.

(C) Changes made to the project after the close of the public comment period.

(D) Proposed conditions for approval, mitigation measures, or proposed findings required by Section 21081 or a proposed reporting and monitoring program required by paragraph (1) of subdivision (a) of Section 21081.6, where the lead agency releases those documents subsequent to the release of the draft environmental impact report.

(E) New information that was not reasonably known and could not have been reasonably known during the public comment period.

(7) The lead agency shall file the notice required by subdivision (a) of Section 21152 within five days after the last initial project approval.

(f) (1) The lead agency shall prepare and certify the record of the proceedings in accordance with this subdivision and in accordance with Rule 3.1365 of the California Rules of Court. The applicant shall pay the lead agency for all costs of preparing and certifying the record of proceedings.

(2) No later than three business days following the date of the release of the draft environmental impact report, the lead agency shall make available to the public in a readily accessible electronic format the draft environmental impact report and all other documents submitted to or relied on by the lead agency in the preparation of the draft environmental impact report. A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the public in a readily accessible electronic format within five business days after the document is prepared or received by the lead agency.

(3) Notwithstanding paragraph (2), documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.

(4) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any such comment available to the public in a readily accessible electronic format within five days of its receipt.

(5) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.

(6) The lead agency shall indicate in the record of the proceedings comments received that were not considered by the lead agency pursuant to paragraph (6) of subdivision (e) and need not include the content of the comments as a part of the record.

(7) Within five days after the filing of the notice required by subdivision (a) of Section 21152, the lead agency shall certify the record of the proceedings for the approval or determination and shall provide an electronic copy of the record to a party that has submitted a written request for a copy. The lead agency may charge and collect a reasonable fee from a party requesting a copy of the record for the electronic copy, which shall not exceed the reasonable cost of reproducing that copy.

(8) Within 10 days after being served with a complaint or a petition for a writ of mandate, the lead agency shall lodge a copy of the certified record of proceedings with the superior court.

(9) Any dispute over the content of the record of the proceedings shall be resolved by the superior court. Unless the superior court directs otherwise, a party disputing the content of the record shall file a motion to augment the record at the time it files its initial brief.

(10) The contents of the record of proceedings shall be as set forth in subdivision (e) of Section 21167.6.

(g) (1) As a condition of approval of the project subject to this section, the lead agency shall require the applicant, with respect to any measures specific to the operation of the downtown arena, to implement those measures that will meet the requirements of this division by the end of the first NBA regular season or June of the first NBA regular season, whichever is later, during which an NBA team has played at the downtown arena.

(2) To maximize public health, environmental, and employment benefits, the lead agency shall place the highest priority on feasible measures that will reduce greenhouse gas emissions on the downtown arena site and in the neighboring communities of the downtown arena. Mitigation measures that shall be considered and implemented, if feasible and necessary, to achieve the standards set forth in subclauses (I) to (III), inclusive, of clause (ii) of subparagraph (A) of paragraph (3) of subdivision (a), including, but not limited to:

(A) Temporarily expanding the capacity of a public transit line, as needed, to serve downtown arena events.

(B) Providing private charter buses or other similar services, as needed, to serve downtown arena events.

(C) Paying its fair share of the cost of measures that expand the capacity of a public fixed or light rail station that is used by spectators attending downtown arena events.

(3) Offset credits shall be employed by the applicant only after feasible local emission reduction measures have been implemented. The applicant shall, to the extent feasible, place the highest priority on the purchase of offset credits that produce emission reductions within the city or the boundaries of the Sacramento Metropolitan Air Quality Management District.

(h) (1) (A) In granting relief in an action or proceeding brought pursuant to this section, the court shall not stay or enjoin the construction or operation of the downtown arena unless the court finds either of the following:

(i) The continued construction or operation of the downtown arena presents an imminent threat to the public health and safety.

(ii) The downtown arena site contains unforeseen important Native American artifacts or unforeseen important historical, archaeological, or ecological values that would be materially, permanently, and adversely affected by the continued construction or operation of the downtown arena unless the court stays or enjoins the construction or operation of the downtown arena.

(B) If the court finds that clause (i) or (ii) is satisfied, the court shall only enjoin those specific activities associated with the downtown arena that present an imminent threat to public health and safety or that materially, permanently, and adversely affect unforeseen important Native American artifacts or unforeseen important historical, archaeological, or ecological values.

(2) An action or proceeding to attack, set aside, void, or annul a determination, finding, or decision of the lead agency granting a subsequent project approval shall be subject to the requirements of Chapter 6 (commencing with Section 21165).

(3) Where an action or proceeding brought pursuant to this section challenges aspects of the project other than the downtown arena and those portions or specific project activities are severable from the downtown arena, the court may enter an order as to aspects of the project other than the downtown arena that includes one or more of the remedies set forth in Section 21168.9.

(i) The provisions of this section are severable. If any provision of this section or its application is held invalid, that invalidity shall not affect other provisions or applications that can be given effect without the invalid provision or application.

(j) (1) This section does not apply to the project and shall become inoperative on the date of the release of the draft environmental impact report and is repealed on January 1 of the following year, if the applicant fails to notify the lead agency prior to the release of the draft environmental impact report for public comment that the applicant is electing to proceed pursuant to this section.

(2) The lead agency shall notify the Secretary of State if the applicant fails to notify the lead agency of its election to proceed pursuant to this section.

SEC. 8. Section 21181 of the Public Resources Code is amended to read:

21181. This chapter does not apply to a project if the Governor does not certify a project as an environmental leadership development project eligible for streamlining provided pursuant to this chapter prior to January 1, 2016.

SEC. 9. Section 21183 of the Public Resources Code is amended to read:

21183. The Governor may certify a leadership project for streamlining pursuant to this chapter if all the following conditions are met:

(a) The project will result in a minimum investment of one hundred million dollars (\$100,000,000) in California upon completion of construction.

(b) The project creates high-wage, highly skilled jobs that pay prevailing wages and living wages and provide construction jobs and permanent jobs for Californians, and helps reduce unemployment. For purposes of this subdivision, "jobs that pay prevailing wages" means that all construction workers employed in the execution of the project will receive at least the general prevailing rate of per diem wages for the type of work and geographic area, as determined by the Director of Industrial Relations pursuant to Sections 1773 and 1773.9 of the Labor Code. If the project is certified for streamlining, the project applicant shall include this requirement in all contracts for the performance of the work.

(c) The project does not result in any net additional emission of greenhouse gases, including greenhouse gas emissions from employee transportation, as determined by the State Air Resources Board pursuant to Division 25.5 (commencing with Section 38500) of the Health and Safety Code.

(d) The project applicant has entered into a binding and enforceable agreement that all mitigation measures required pursuant to this division to certify the project under this chapter shall be conditions of approval of the project, and those conditions will be fully enforceable by the lead agency or another agency designated by the lead agency. In the case of environmental mitigation measures, the applicant agrees, as an ongoing obligation, that those measures will be monitored and enforced by the lead agency for the life of the obligation.

(e) The project applicant agrees to pay the costs of the Court of Appeal in hearing and deciding any case, including payment of the costs for the appointment of a special master if deemed appropriate by the court, in a form and manner specified by the Judicial Council, as provided in the Rules of Court adopted by the Judicial Council pursuant to subdivision (f) of Section 21185.

(f) The project applicant agrees to pay the costs of preparing the administrative record for the project concurrent with review and consideration of the project pursuant to this division, in a form and manner specified by the lead agency for the project.

SEC. 10. Section 21185 of the Public Resources Code is repealed.

SEC. 11. Section 21185 is added to the Public Resources Code, to read:

21185. On or before July 1, 2014, the Judicial Council shall adopt a rule of court to establish procedures applicable to actions or proceedings brought to attack, review, set aside, void, or annul the certification of the environmental impact report for an environmental leadership development project certified by the Governor pursuant to this chapter or the granting of any project approvals that require the actions or proceedings, including any potential appeals therefrom, be resolved, within 270 days of certification of the record of proceedings pursuant to Section 21186.

SEC. 12. Section 21186 of the Public Resources Code is amended to read:

21186. Notwithstanding any other law, the preparation and certification of the administrative record for a leadership project certified by the Governor shall be performed in the following manner:

(a) The lead agency for the project shall prepare the administrative record pursuant to this division concurrently with the administrative process.

(b) All documents and other materials placed in the administrative record shall be posted on, and be downloadable from, an Internet Web site maintained by the lead agency commencing with the date of the release of the draft environmental impact report.

(c) The lead agency shall make available to the public in a readily accessible electronic format the draft environmental impact report and all other documents submitted to, or relied on by, the lead agency in the preparation of the draft environmental impact report.

(d) A document prepared by the lead agency or submitted by the applicant after the date of the release of the draft environmental impact report that is a part of the record of the proceedings shall be made available to the

public in a readily accessible electronic format within five business days after the document is released or received by the lead agency.

(e) The lead agency shall encourage written comments on the project to be submitted in a readily accessible electronic format, and shall make any comment available to the public in a readily accessible electronic format within five days of its receipt.

(f) Within seven business days after the receipt of any comment that is not in an electronic format, the lead agency shall convert that comment into a readily accessible electronic format and make it available to the public in that format.

(g) Notwithstanding paragraphs (b) to (f), inclusive, documents submitted to or relied on by the lead agency that were not prepared specifically for the project and are copyright protected are not required to be made readily accessible in an electronic format. For those copyright-protected documents, the lead agency shall make an index of these documents available in an electronic format no later than the date of the release of the draft environmental impact report, or within five business days if the document is received or relied on by the lead agency after the release of the draft environmental impact report. The index must specify the libraries or lead agency offices in which hardcopies of the copyrighted materials are available for public review.

(h) The lead agency shall certify the final administrative record within five days of its approval of the project.

(i) Any dispute arising from the administrative record shall be resolved by the superior court. Unless the superior court directs otherwise, a party disputing the content of the record shall file a motion to augment the record at the time it files its initial brief.

(j) The contents of the record of proceedings shall be as set forth in subdivision (e) of Section 21167.6.

SEC. 13. Section 21187 of the Public Resources Code is amended to read:

21187. Within 10 days of the Governor certifying an environmental leadership development project pursuant to this section, the lead agency shall, at the applicant's expense, issue a public notice in no less than 12-point type stating the following:

"THE APPLICANT HAS ELECTED TO PROCEED UNDER CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE, WHICH PROVIDES, AMONG OTHER THINGS, THAT ANY JUDICIAL ACTION CHALLENGING THE CERTIFICATION OF THE EIR OR THE APPROVAL OF THE PROJECT DESCRIBED IN THE EIR IS SUBJECT TO THE PROCEDURES SET FORTH IN SECTIONS 21185 TO 21186, INCLUSIVE, OF THE PUBLIC RESOURCES CODE. A COPY OF CHAPTER 6.5 (COMMENCING WITH SECTION 21178) OF THE PUBLIC RESOURCES CODE IS INCLUDED BELOW."

The public notice shall be distributed by the lead agency as required for public notices issued pursuant to paragraph (3) of subdivision (b) of Section 21092.

SEC. 14. Section 21189.1 of the Public Resources Code is amended to read:

21189.1. If, prior to January 1, 2016, a lead agency fails to approve a project certified by the Governor pursuant to this chapter, then the certification expires and is no longer valid.

SEC. 15. Section 21189.3 of the Public Resources Code is amended to read:

21189.3. This chapter shall remain in effect until January 1, 2017, and as of that date is repealed unless a later enacted statute extends or repeals that date.

SEC. 16. With respect to certain provisions of this measure, the Legislature finds and declares that a special law is necessary and that a general law cannot be made applicable within the meaning of Section 16 of Article IV of the California Constitution because of the unique need for the development of an entertainment and sports center project in the City of Sacramento in an expeditious manner.

SEC. 17. No reimbursement is required by this act pursuant to Section 6 of Article XIII B of the California Constitution because a local agency or school district has the authority to levy service charges, fees, or

assessments sufficient to pay for the program or level of service mandated by this act, within the meaning of Section 17556 of the Government Code.



Appendix 1.2.8

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **SB-535** established environmental justice goals and requirements for the Cap-and Trade program. The law addresses concerns that actions taken to achieve the goals laid out by AB 32 must not disproportionately affect low-income and disadvantaged communities.

Sources

Notes

[Home](#)[Bill Information](#)[California Law](#)[Publications](#)[Other Resources](#)[My Subscriptions](#)[My Favorites](#)**SB-535 California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.** (2011-2012)

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**Senate Bill No. 535**

CHAPTER 830

An act to add Sections 39711, 39713, 39715, 39721, and 39723 to the Health and Safety Code, relating to climate change.

[Approved by Governor September 30, 2012. Filed with Secretary of State September 30, 2012.]

LEGISLATIVE COUNSEL'S DIGEST

SB 535, De León. California Global Warming Solutions Act of 2006: Greenhouse Gas Reduction Fund.

The California Global Warming Solutions Act of 2006 requires the State Air Resources Board to adopt regulations to require the reporting and verification of emissions of greenhouse gases and to monitor and enforce compliance with the reporting and verification program, and requires the state board to adopt a statewide greenhouse gas emissions limit equivalent to the statewide greenhouse gas emissions level in 1990 to be achieved by 2020. The act requires the state board to adopt rules and regulations in an open public process to achieve the maximum technologically feasible and cost-effective greenhouse gas emission reductions. The act authorizes the state board to include use of market-based compliance mechanisms. Existing law requires all moneys, except for fines and penalties, collected by the state board from the auction or sale of allowances as part of a market-based compliance mechanism to be deposited in the Greenhouse Gas Reduction Fund and to be available upon appropriation by the Legislature.

This bill would require the California Environmental Protection Agency to identify disadvantaged communities for investment opportunities, as specified. The bill would require the Department of Finance, when developing a specified 3-year investment plan, to allocate 25% of the available moneys in the Greenhouse Gas Reduction Fund to projects that provide benefits to disadvantaged communities, as specified, and to allocate a minimum of 10% of the available moneys in the Greenhouse Gas Reduction Fund to projects located within disadvantaged communities, as specified. The bill would require the Department of Finance, when developing funding guidelines, to include guidelines for how administering agencies should maximize benefits for disadvantaged communities. The bill would require administering agencies to report to the Department of Finance, and the Department of Finance to include in a specified report to the Legislature, a description of how administering agencies have fulfilled specified requirements relating to projects providing benefits to, or located in, disadvantaged communities.

This bill would make its provisions contingent on the enactment of other legislation, as specified.

Vote: majority Appropriation: no Fiscal Committee: yes Local Program: no

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

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

(a) California embraced the challenge posed by climate change with the passage of the California Global Warming Solutions Act of 2006, enacted as Chapter 488 of the Statutes of 2006 (Assembly Bill 32). Assembly Bill 32 recognizes the disproportionate impacts climate change will have on disadvantaged and low-income communities in California, which already face disproportionate impacts from substandard air quality in the form of higher rates of respiratory illness, hospitalizations, and premature death.

(b) Assembly Bill 32 recognizes the potential vulnerability of California's low-income and disadvantaged population to efforts to reduce greenhouse gas emissions and requires that activities taken to comply with Assembly Bill 32 do not disproportionately impact those communities.

(c) Assembly Bill 32 recognizes the public health impacts of climate change and requires that activities taken to comply with Assembly Bill 32 consider the localized and cumulative impacts in communities that are already adversely impacted by air pollution.

(d) Assembly Bill 32 requires that public and private investment be directed toward the most disadvantaged communities in California to provide an opportunity for small businesses, schools, affordable housing associations, and other community institutions to participate in and benefit from statewide efforts to reduce greenhouse gas emissions.

(e) Assembly Bill 32 neither provides a definition, however, for California's most impacted and disadvantaged communities, nor direction on how the state will mitigate adverse impacts from climate change in these communities, nor direction on how the state will ensure these communities can participate in and receive investments from activities taken pursuant to Assembly Bill 32 and not experience disproportionate impacts.

(f) Since the passage of Assembly Bill 32, the State Air Resources Board and other state agencies have adopted various regulatory programs to enable California to achieve Assembly Bill 32's greenhouse gas emissions reduction target. The people of California voiced their strong support for continued implementation of Assembly Bill 32 with the defeat of Proposition 23 in November 2010.

(g) It is the intent of the Legislature that this act continue California's implementation of Assembly Bill 32 by directing resources to the state's most impacted and disadvantaged communities to ensure activities taken pursuant to that authority will provide economic and health benefits to these communities as originally intended.

(h) It is the intent of the Legislature that funds deposited pursuant to this act continue California's implementation of Assembly Bill 32 by achieving additional emission reductions and mitigating direct health impacts on California's most impacted and disadvantaged communities.

SEC. 2. Section 39711 is added to the Health and Safety Code, to read:

39711. The California Environmental Protection Agency shall identify disadvantaged communities for investment opportunities related to this chapter. These communities shall be identified based on geographic, socioeconomic, public health, and environmental hazard criteria, and may include, but are not limited to, either of the following:

(a) Areas disproportionately affected by environmental pollution and other hazards that can lead to negative public health effects, exposure, or environmental degradation.

(b) Areas with concentrations of people that are of low income, high unemployment, low levels of homeownership, high rent burden, sensitive populations, or low levels of educational attainment.

SEC. 3. Section 39713 is added to the Health and Safety Code, to read:

39713. (a) The investment plan developed and submitted to the Legislature, pursuant to Section 39716, shall allocate a minimum of 25 percent of the available moneys in the fund to projects that provide benefits to communities described in Section 39711.

(b) The investment plan shall allocate a minimum of 10 percent of the available moneys in the fund to projects located within communities described in Section 39711.

(c) The allocation pursuant to subdivision (b) may be, but need not be, for projects included, in whole or in part, in the set of projects supported by the allocation described in subdivision (a).

SEC. 4. Section 39715 is added to the Health and Safety Code, to read:

39715. Any funding guidelines developed for administering agencies, pursuant to Section 39714, shall include guidelines for how administering agencies should maximize benefits for disadvantaged communities, as described in Section 39711.

SEC. 5. Section 39721 is added to the Health and Safety Code, to read:

39721. For the report prepared pursuant to Section 39720, administering agencies shall report to the Department of Finance, and the Department of Finance shall include in the report, a description of how the administering agencies have fulfilled the requirements of Section 39713.

SEC. 6. Section 39723 is added to the Health and Safety Code, to read:

39723. Nothing in this chapter shall be construed as resulting in any taxpayer paying a higher tax within the meaning of Section 3 of Article XIII A of the California Constitution.

SEC. 7. This act shall not become operative unless Assembly Bill 1532 of the 2011–12 Regular Session is enacted.

Appendix 1.2.9

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **Climate Action Plan for Transportation Infrastructure (CAPTI)** details how the state recommends investing billions of discretionary transportation dollars annually to aggressively combat and adapt to climate change while supporting public health, safety and equity. CAPTI builds on executive orders signed by Governor Gavin Newsom in [2019](#) and [2020](#) targeted at reducing greenhouse gas (GHG) emissions in transportation, which account for more than 40 percent of all emissions, to reach the state's ambitious climate goals.

Sources

Notes



CAPTI

Climate Action Plan for
Transportation Infrastructure



Message from David S. Kim

California State Transportation Agency Secretary

Dear Transportation Partners:



We are in the middle of a climate crisis. Climate change is exacerbating natural disasters, with California facing extreme heat and increasingly devastating wildfires. The Administration has been focused on the need to act intentionally and through collaboration among state agencies, local and regional governments, and other interested stakeholders to combat and prepare for climate change.

Because the transportation sector is the largest contributor to California's greenhouse gas emissions (GHG), reducing emissions from transportation is urgently needed. To underscore the state's commitment to aggressively addressing the climate crisis, Governor Gavin Newsom issued a series of Executive Orders focused on the transportation sector:

- **Executive Order (EO) N-19-19** empowers the California State Transportation Agency (CalSTA) to leverage discretionary state transportation funds to help meet the state's climate goals.
- **Executive Order N-79-20** moves the transportation sector toward a zero-emission future by requiring all new cars sold in the state to be zero-emission by 2035 and all commercial trucks sold to be zero-emission by 2045. EO N-79-20 also reiterates the message of EO N-19-19 and emphasizes the urgency of CalSTA's implementation efforts.

Collectively, these Executive Orders laid the groundwork for the Climate Action Plan for Transportation Infrastructure (CAPTI). The Action Plan is the product of a collaborative effort involving many state agencies with the engagement of local and regional stakeholders. By integrating a wide and diverse array of perspectives, this Action Plan is designed to be a holistic framework for aligning state transportation investments with the state's climate, health, and social equity goals. The framework includes overarching guiding principles as well as investment strategies to guide the corresponding actions.

These actions include ongoing initiatives as well as new efforts to modernize transportation planning, programming, and mitigation to achieve the state's climate goals. This includes promoting walking, biking, transit, and other modes of active transportation that improve the health of Californians and reduce our dependence on driving and the overall number of vehicle miles traveled (VMT).

We must encourage mobility options that are sustainable, convenient, seamless, and affordable while also connecting our communities throughout the state. These actions also confront longstanding inequities and focus on reducing harms and increasing benefits to disadvantaged, low-income, and Black, Indigenous, and People of Color (BIPOC) communities. CAPTI is a living document that can be adapted and modified when necessary, and it includes a monitoring structure so we can evaluate progress made over time.

Acknowledgments

The Action Plan was produced over 16 months through the efforts of dozens of representatives across 10 state agencies and countless local and regional agencies, advocacy groups, and community-based organizations.

In particular, CalSTA extends our sincere appreciation to the dedicated public servants who participated in our Interagency Working Group and provided meaningful contributions to the final Action Plan.

Additionally, we express deep gratitude to all our local and regional partners and stakeholders whose thoughtful comments, feedback, and expertise helped to shape and ultimately improve this Action Plan.

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Introduction

Why a Climate Action Plan for Transportation Infrastructure?

As the largest contributor of California's greenhouse gas emissions — with tailpipe emissions accounting for roughly 40 percent of all emissions — the transportation sector is the largest contributor to the climate crisis and must do more to tackle it head-on. The climate crisis directly impacts the health and safety of all Californians and disproportionately affects our low-income communities, Black, Indigenous, and People of Color (BIPOC) communities, and other populations facing inequities. With climate change exacerbating the frequency and severity of natural disasters — from extreme heat and drought to unprecedented storms and wildfires — we need to prepare and adapt our transportation system to withstand, respond to, and recover quickly from these extreme events. These events not only have direct economic implications but also take a significant toll on the physical, mental, and emotional health and well-being of Californians.

Governor Newsom has established an aggressive goal for 100 percent of in-state sales of new passenger cars and trucks to be zero-emission by 2035. However, internal combustion engine (ICE) vehicles sold prior to 2035 will remain on California roads in high numbers for decades to come. As identified in the California Air Resource Board's (CARB) 2020 Mobile Source Strategy, even under the most aggressive scenarios for zero-emission vehicle adoption and a transition to cleaner fuels, the state simply cannot meet its climate goals relying solely on a shift in transportation technologies. Even with all new cars sold being zero-emission by 2035, CARB estimates 30 percent of passenger vehicles will still be gas-powered in 2045 — the state's target date to achieve carbon neutrality to help prevent the worst impacts of climate change. Moreover, overall increases in driving and vehicle miles traveled will continue to cause impacts on the road network and state highway system, which has significant costs to the state. Additionally, the historic focus of expanding driving over other modes has cultivated and exacerbated decentralized growth patterns that facilitate more urbanization of our natural and working landscapes, which reduces the carbon sequestration benefit of natural and working lands. Furthermore, such growth patterns shift

much needed investment away from infill areas and existing communities.

To realize a truly low-carbon, sustainable, resilient, and economically competitive future for the state, we must use all the tools available to meet our emission reduction targets under California's climate laws. Consequently, CAPTI responds to the Governor's call to action in EO N-19-19 by outlining strategies and actions that will advance more sustainable, equitable, and healthy modes of transportation, such as walking, biking, transit, and rail, as well as accelerate the transition to zero-emission vehicle technology.

Since the release of Executive Order N-19-19, much has changed in California and around the world. California now finds itself in the midst of

an economic downturn caused by the COVID-19 pandemic — both of which have significantly transformed people's mobility needs and impacted transportation funding at all levels. Public transit ridership has significantly declined as the COVID-19 pandemic has adversely and severely impacted these systems and the most vulnerable communities who rely on them throughout the state.

Given that transportation investments can play a key role in economic recovery and stimulus, this Action Plan leads with a vision for how we can prioritize future state and federal transportation dollars — whether it be through existing programs or future funding opportunities — to create good jobs and employment pathways for economic and community resilience and recovery.



Executive Order N-19-19

On September 20, 2019, Governor Newsom issued Executive Order (EO) N-19-19, which calls for actions from multiple state agencies to reduce greenhouse gas (GHG) emissions and mitigate the impacts of climate change. This includes a direct acknowledgment of the role the transportation sector must play in tackling climate change. The order states:

"California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including reducing GHGs 40% below 1990 levels by 2030 ... California has made substantial, measurable progress on our goals, but in recent years, direct tailpipe emissions from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide."

To further the state's climate goals, EO N-19-19 empowers the California State Transportation Agency (CalSTA) to leverage more than \$5 billion in discretionary state transportation funds to reduce GHG emissions in the transportation sector and adapt to climate change. Accordingly, CalSTA will work to align transportation spending with the state's Climate Change Scoping Plan where feasible; direct investments to strategically support smart growth to increase infill housing production; reduce congestion through strategies that encourage a reduction in driving and invest further in walking, biking, and transit; and ensure that overall transportation costs for low-income Californians do not increase as a result of these policies.

Additionally, it appears increasingly likely that Congress will create new multi-year federal transportation funding streams for climate-related projects in the upcoming federal Surface Transportation Reauthorization cycle. The Biden Administration and the 117th Congress U.S. Senate and House leadership have expressed the desire to advance climate-friendly infrastructure legislation to stimulate the economy. Additionally,

the Biden Administration is already changing the criteria for existing programs to emphasize new climate change and racial equity objectives.

CAPTl helps California plan for how to best administer such potential new sources of federal climate-related transportation funding, as well as position the state to be competitive for federally-administered funding opportunities.




Executive Order N-79-20

On September 23, 2020, Governor Newsom issued Executive Order (EO) N-79-20 to accelerate the transition away from fossil fuels by requiring all new cars sold in California to be zero-emission by 2035, all new commercial trucks sold in the state to be zero-emission by 2045 for all operations where feasible, and all new off-road vehicles and equipment sold to be zero-emission by 2035 where feasible. EO N-79-20 reaffirms the state's commitment to implementing EO N-19-19. The order states:

"The State Transportation Agency ... shall by July 15, 2021, identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:

- a. Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.*
- b. Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.*
- c. Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate."*

Executive Order N-79-20 reiterates the message of EO N-19-19 by highlighting three strategies to expand clean transportation options from the Climate Action Plan for Transportation Infrastructure, while also emphasizing the importance of CAPTI and the urgency of climate change. Executive Order N-79-20 furthers the state's climate goals by explicitly pointing to the critical role of transit, passenger rail, active transportation, Complete Streets, and micromobility as tools to expand mobility options, encourage mode shift, and reduce overall vehicle miles traveled (VMT).



The twin crises of the COVID-19 pandemic and the subsequent economic downturn will require the State of California to be even more strategic about which investments to pursue in order to tackle economic recovery in a way that helps confront inequities in our state. The pandemic has also further exacerbated the state's racial and economic disparities, with many low-income workers and workers of color unable to work from home. These employees continue to travel to work to provide the essential services necessary to maintain our society. Consequently, leveraging transportation investments for equitable economic and workforce development are critical to ensure a just and fair recovery.

The benefits of transitioning to a cleaner transportation system must reach the most vulnerable Californians. Car ownership has become an expensive necessity for many low-income Californians to access jobs, education, and other opportunities — a transition to a zero-emission transportation system cannot leave these Californians behind. The transportation system at large and the freight system, in particular, emit greenhouse gases and toxic air pollutants that disproportionately burden disadvantaged communities of color, so investments in zero-emission vehicle technologies should be prioritized to begin to undo these entrenched inequities.



Developing the Climate Action Plan for Transportation Infrastructure (CAPTI)

Process

Following the release of EO N-19-19 on September 20, 2019, CalSTA convened an Interagency Working Group to coordinate throughout the Administration. The Working Group included staff from the California Department of Transportation (Caltrans), the California Transportation Commission (CTC), the California Environmental Protection Agency (CalEPA), the California Air Resources Board (CARB), the Department of Finance (DOF), the Department of Housing and Community Development (HCD), the Governor's Office of Planning and Research (OPR), the Strategic Growth Council (SGC), and the Governor's Office of Business and Economic Development (GO-Biz). The Working Group collaborated to draft the guiding principles of the CAPTI Investment Framework aimed at reducing GHG emissions from the transportation sector and

mitigating the impacts of climate change on our transportation system. During the first half of 2020, CalSTA held individual meetings with more than 200 public and advocacy stakeholders to get their input on the draft Investment Framework. Stakeholders were asked for their feedback via an online survey, which yielded 71 direct responses and 9 formal comment letters. The survey responses and letters included more than 300 action item ideas and 150 additional comments and suggestions regarding the Investment Framework and approach.

The Interagency Working Group continued to refine the Investment Framework, as well as integrate stakeholder suggestions for strategies and action items from a public workshop held in October 2020. Additionally, CalSTA presented the

draft Investment Framework to the joint CARB-CTC-HCD meeting in November 2020 for review, feedback, and guidance on the direction of the CAPTI effort. In early 2021, CalSTA continued to meet with a range of transportation stakeholders — from local and regional government agencies to climate, health, and equity advocates — to solicit feedback to help further refine CAPTI's strategies and actions. Following the public draft

release, CalSTA intends to host a public workshop open to all stakeholders; present the draft CAPTI strategies and actions to the CTC and Spring 2021 joint CARB-CTC-HCD meeting; and work to integrate stakeholder feedback prior to finalizing the CAPTI in early Summer 2021.



CAPTl is ...

- A holistic framework and statement of intent for aligning state transportation infrastructure investments with state climate, health, and social equity goals, built on the foundation of the “fix-it-first” approach established in SB1.
- A suite of ongoing and needed changes to state transportation planning, project scoping, programming, and mitigation activities to align with the CAPTI Investment Framework.
- A living document that can adapt, pivot, and modify approaches and actions, as needed.
- A structure to monitor and evaluate progress of the transportation sector’s efforts to align with state climate, health, and equity goals.

CAPTl Vision & Scope

The vision for the Action Plan is to outline a holistic framework that aligns the state’s transportation infrastructure investments with the state’s climate, health, and social equity goals, while also maintaining the commitment made in Senate Bill (SB) 1 to a fix-it-first approach to transportation.

A continued commitment to a “fix-it-first” approach to our transportation system is fundamental to the Action Plan. This ensures the continued maintenance and repair of transportation infrastructure necessary to serve communities and support the goals of the Road Repair and Accountability Act of 2017, also known as SB 1. The state must be strategic and thoughtful when expanding the existing system as we cannot afford to invest in projects that ultimately run up our long-term maintenance costs without bringing an outsized benefit to climate, health, and equity goals.

CalSTA will implement the Executive Orders within the existing framework and goals set forward in the California Transportation Plan (CTP) 2050. The California Transportation Plan is the state’s broad vision for the future of the transportation system in California, with a focus on advancing equity and climate priorities by expanding travel options for all Californians.

The CAPTI efforts will support the CTP goals in a manner that works to meet state climate change mandates, targets, and policies through the direction outlined in Executive Orders N-19-19 and N-79-20. The CTP goals are further detailed in the graphic on the next page.

Additionally, the CAPTI will be closely coordinated with the 2020-24 Caltrans Strategic Plan (CSP), which signals a fundamental shift for the department to lead on climate action as a strategic priority for the first time.

California Transportation Plan 2050 Goals



Another important contextual document for CAPTI is California's Climate Change Scoping Plan, which contains the state's strategy for achieving the 2030 greenhouse gas target and other long-term climate goals. CARB is responsible for developing and updating the Scoping Plan, in coordination with the Governor's Office, many state agencies, and stakeholders that include the public and the Environmental Justice Advisory Committee.

To reduce emissions from transportation, the Scoping Plan calls for significant reductions in VMT. A recent report CARB completed, pursuant to SB 150, evaluated the state's primary measure to reduce VMT — the Sustainable Communities and Climate Protection Program (also known as SB 375) — revealed that VMT is going up, not down as expected. The report recommends better aligning transportation funding programs to support implementation of projects consistent with the Sustainable Communities Strategies adopted pursuant to SB 375. The strategies identified in CAPTI are intended to align with the objectives of the Scoping Plan, as directed within EO N-19-19.

As previously mentioned, EO N-19-19 specifically calls on CalSTA to leverage \$5 billion in annual discretionary transportation infrastructure funding. The funding identified in EO N-19-19 includes the following programs:

Active Transportation Program (ATP)

Annual Funding Amount: \$223 million

Statutory Intent: To encourage increased use of active modes of transportation through investments in walking, biking, Safe Routes to Schools, and trail infrastructure projects and non-infrastructure programs.

Interregional Transportation Improvement Program (ITIP)

Annual Funding Amount: Variable (2022 ITIP anticipated to be \$175 million)

Statutory Intent: To improve interregional movement for people and goods across California on the State Highway System (SHS) and develop Intercity Passenger Rail corridors of strategic importance.

Local Partnership Program (LPP)

Annual Funding Amount: \$200 million

Statutory Intent: To provide funding to local and regional agencies with voter approved fees/taxes dedicated solely to transportation improvements in order to improve aging infrastructure; road conditions; active transportation; transit and rail; or health and safety benefits.

Solutions for Congested Corridors (SCCP)

Annual Funding Amount: \$250 million

Statutory Intent: To achieve a balanced set of transportation, environmental, and community access improvements within highly congested travel corridors throughout the state.

State Highway Operations & Protection Program (SHOPP)

Annual Funding Amount: \$4.2 billion

Statutory Intent: To preserve and protect the state highway system through improvements relative to the maintenance, safety, operation, and rehabilitation of state highways and bridges that do not add a new traffic lane to the system.

Trade Corridor Enhancement Program (TCEP)


Annual Funding Amount: \$300 million

Statutory Intent: To improve infrastructure on federally designated Trade Corridors of National and Regional Significance, on the Primary Freight Network, and along other corridors that have a high volume of freight movement.

Transit & Intercity Rail Capital Program (TIRCP)

Annual Funding Amount: approximately \$275 million

Statutory Intent: To fund transformative capital improvements that will modernize California's intercity, commuter, and urban rail systems, and bus and ferry transit systems, to significantly reduce emissions of greenhouse gases, vehicle miles traveled, and congestion.



While many of these programs already have statutorily established parameters and goals that align with EO N-19-19, opportunities still exist to further ensure funding applicants consider climate change through changes to planning, project scoping, programming, and mitigation. This Action Plan will work within the established funding programs created under SB 1 to bolster the outcomes of the projects funded under these programs and their alignment with California's climate goals. It is important to note that while EO N-19-19, EO N-79-20, and the CAPTI focus on these existing funding programs, these funds alone cannot fully meet the investment needs to achieve our state's climate change goals.

In addition to supporting our climate goals, the Investment Framework and action items also focus on reducing harms to disadvantaged, low-income, and BIPOC communities. The State of California must think pragmatically, creatively, and comprehensively about making transportation investments that provide clean, safe, and equitable multimodal options to all Californians.

One Piece of the Puzzle

In outlining a holistic framework, this Action Plan acknowledges that transportation infrastructure and transportation funding are just one piece of much larger puzzle to meet the state's overall goals for climate, health, and social equity. As discussed previously, CAPTI tackles the narrow issue of how existing state transportation infrastructure investments should be leveraged to meet our goals.

The CTP 2050 describes the even broader role transportation planning can play in meeting our state goals. It will take advances in vehicle and fuel technology, as well as a reduction in overall driving to meet our climate targets while creating a healthier and more equitable California. As mentioned in the CTP 2050, reducing our dependence on driving will take better coordination of land use decisions in addition to the transportation decisions discussed in this document. This requires coordinated investments to further economic development and jobs in housing rich areas, support additional compact development and housing density in low VMT/ high opportunity neighborhoods, prioritize disadvantaged communities while implementing protections against displacement, and preserve land at risk of conversion to urbanized uses. Meeting our goals will also require existing and emerging technologies — such as connected and automated vehicles, shared mobility, micromobility, and increased digital substitution (such as telework, telemedicine, etc.) — to be strategically deployed in a way that encourages reduction in dependence on single occupant vehicles and increases access to destinations and opportunities.

Initiatives in many of these areas are already underway throughout the Newsom Administration, and the CAPTI is only one piece of a much larger effort.



CAPTI Investment Framework

Although California's statewide transportation funding programs have different statutory direction and invest in various types of infrastructure, collectively they can help us work toward our transportation vision. Understanding that there is not a one-size-fits-all approach to achieving the needs of the state's diverse communities, realizing the outcomes outlined in the CTP 2050 requires a range of investment strategies. These guiding principles for investment will work to reduce Californians' dependence on driving, increase multimodal options for all communities, and equitably meet the state's climate goals. These programs should collectively focus on prioritizing projects that align with the following guiding principles, as applicable within their existing structure.

Guiding Principles

Within the "fix-it-first" approach and through existing funding frameworks, the State's transportation infrastructure investments should be deployed to do the following, where feasible:

Per EO N-79-20, invest to create new clean transportation options in urban, suburban, and rural settings for all Californians as well as for goods movement by:



Building toward an integrated, statewide rail and transit network, centered around the existing California State Rail Plan that leverages the California Integrated Travel Project to provide seamless, affordable, multimodal travel options in all context, including suburban and rural settings, to all users.



Investing in networks of safe and accessible bicycle and pedestrian infrastructure, particularly by closing gaps on portions of the State Highway System that intersect local active transportation and transit networks or serve as small town or rural main streets, with a focus on investments in low-income and disadvantaged communities throughout the state.



Including investments in light, medium, and heavy-duty zero-emission vehicle (ZEV) infrastructure as part of larger transportation projects. Support the innovation in and development of the ZEV market and help ensure ZEVs are accessible to all, particularly to those in more rural or remote communities.

Additionally, per EO N-19-19, invest in ways that encourage further adoption and use of these clean modes of transportation mentioned above by:



Strengthening our commitment to social and racial equity by reducing public health and economic harms and maximizing community benefits to disproportionately impacted disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities, in urbanized and rural regions, and involve these communities early in decision-making. Investments should also avoid placing new or exacerbating existing burdens on these communities, even if unintentional.



Making safety improvements to reduce fatalities and severe injuries of all users towards zero on our roadways, railways and transit systems by focusing on context-appropriate speeds, prioritizing vulnerable user safety to support mode shift, designing roadways to accommodate for potential human error and injury tolerances, and ultimately implementing a safe systems approach.



Assessing physical climate risk as standard practice for transportation infrastructure projects to enable informed decision-making, especially in communities that are most vulnerable to climate-related health and safety risks.



Promoting projects that do not significantly increase passenger vehicle travel, particularly in congested urbanized settings where other mobility options can be provided and where projects are shown to induce significant auto travel. These projects should generally aim to reduce VMT and not induce significant VMT growth. When addressing congestion, consider alternatives to highway capacity expansion, such as providing multimodal options in the corridor, employing pricing strategies, and using technology to optimize operations.



Promoting compact infill development while protecting residents and businesses from displacement by funding transportation projects that support housing for low-income residents near job centers, provide walkable communities, and address affordability to reduce the housing-transportation cost burden and auto trips.



Developing a zero-emission freight transportation system that avoids and mitigates environmental justice impacts, reduces criteria and toxic air pollutants, improves freight's economic competitiveness and efficiency, and integrates multimodal design and planning into infrastructure development on freight corridors.



Protecting natural and working lands from conversion to more intensified uses and enhance biodiversity by supporting local and regional conservation planning that focuses development where it already exists and align transportation investments with conservation priorities to reduce transportation's impact on the natural environment.

Implementation Strategies & Actions

To ensure state transportation investments are aligned with the Investment Framework's guiding principles, changes may be necessary to current transportation planning, programming, project delivery, maintenance, and operations activities. Such changes will help advance a slate of projects that meet climate goals, ensure that these projects are prioritized for state funding, and promote project construction and operations that minimize emissions and impacts from climate change.

Many changes are underway, but additional efforts may be required. This Action Plan identifies over two dozen initial key actions necessary for implementation of the CalSTA sections of EO N-19-19 and EO N-79-20. Additionally, the rapidly changing nature of combatting the climate crisis will necessitate a "living document" approach, which will enable the CAPTI to adapt, pivot, modify, and generate new actions, as needed, to be meaningfully implemented. The CAPTI Interagency Working Group will monitor implementation activities on a quarterly basis and make modifications as needed. The matrix provided in Appendix A details the actions, lead state agency, supporting state agencies, and timeframe for completion.

S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

Due to the long lead time for project development, many competitive transportation programs continue to fund transportation projects that were conceived well before the transportation needs of today were well understood. As we grapple with the realities of the climate crisis, the unintended consequences of this approach are that newer more innovative, often multimodal, sustainable transportation solutions may have a harder pathway to finding funding.

This strategy's actions are intended to find opportunities where the state can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of commitments to projects that are well underway.

Key Actions

S1.1 Prioritize Solutions for Congested Corridors Program (SCCP) Projects that Enable Travelers to Opt Out of Congestion

Through its public guidelines development process, the CTC will work towards updating the SCCP Guidelines and scoring criteria to better prioritize projects that provide travelers with options to opt out of congestion. These innovative sustainable transportation solutions should focus on reducing vehicle miles traveled (VMT) and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects through employing vehicle demand management strategies.

S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans

To foster and develop a strong pipeline of innovative sustainable transportation solutions that support the goals of the Investment Framework, the CTC will — through the public guidelines development process — work towards updating the SCCP Guidelines to require that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines, which was not required in earlier program cycles. All SCCP projects must be a part of a multimodal corridor plan that is designed to provide more transportation choices in highly congested corridors. To be competitive for SCCP funds, applicant projects and their respective Corridor Plans must demonstrate synchronization with the CAPTI Framework, California Transportation Plan 2050, and other statewide modal plans in addition to Regional Transportation Plans.

S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to the Interregional Transportation Improvement Program (ITIP)

To foster and develop a strong pipeline of innovative sustainable transportation solutions, Caltrans will fast track the development of new ITIP projects in early planning phases that are in alignment with the Investment Framework, the revised Interregional Transportation Strategic Plan (ITSP), and supported by the revised Caltrans corridor planning process and Regions Rise Together effort. The expedited project development process will be completed in

collaboration with local and regional partners and be in addition to existing ITIP commitments. These projects will be prioritized for a portion of new and future funding capacity in the ITIP when such funds are available while balancing the need to complete currently programmed ITIP projects.

S1.4 Mainstream Zero-Emission Vehicle Infrastructure within the Trade Corridor Enhancement Program (TCEP)

To support the transition of medium and heavy duty vehicles (MHDVs) to zero-emission technologies called for by EO N-79-20 and to complement other state strategies in this sector — including CARB's Advanced Clean Trucks and Advanced Clean Fleets regulations — the CTC, through its public guidelines development process, will work towards updating the TCEP Guidelines to prioritize projects that demonstrate a significant benefit to improving the movement of freight along trade corridors, while also reducing emissions of diesel particulates, greenhouse gases, and other pollutants by creating or improving zero emissions infrastructure — either within the project itself or within the larger trade corridor. The guidelines update would include a description of eligible uses of funds for zero emission vehicle infrastructure to provide additional clarity and guidance to applicants.

Additionally, in order to enhance TCEP's guidelines for reducing community impacts, especially in disadvantaged communities, the CTC will consider during TCEP guidelines development allowing projects to include zero-emission vehicle infrastructure within the project study area if they are in adjacent disadvantaged communities, low-income communities, and BIPOC communities.

S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments

The devastating impact of the COVID-19 pandemic on transit cannot be overstated. With huge ridership declines, lower capacity to support physical distancing, and increased sanitation protocols, transit agencies are struggling to make difficult budget and service decisions in the face of declining sales tax revenue, lost fares, and public (mis)perceptions of COVID-19 safety risks. Transit's recovery in the coming years will determine our success in combatting the climate crisis. Frequent, reliable, and convenient transit systems are vital for advancing the state's vision of more livable and equitable communities. With these challenges, transit operators — particularly small operators in rural, small urban, and urbanized areas — will likely struggle with the transition to ZEV transit fleets without additional support.

Additionally, investments in active transportation — such as walking and biking — will be critical for the success of transit's recovery by providing low-carbon, safe, and convenient first mile/last mile connections to access transit. Furthermore, walking and biking has skyrocketed in many communities throughout California during the pandemic, shining a spotlight on both the poor maintenance of existing active transportation infrastructure and the need for additional facilities to accommodate social distancing. Active transportation investment continues to be a key need for many small and rural communities in California that have conventional State Highway Systems serving as their main streets. While the state's Active Transportation Program (ATP) is the largest dedicated source of funding for walking, biking, and Safe Routes to School projects in

the country, it remains insufficient to meet the demand from communities throughout the state, with only one in five projects funded each cycle. Community-based organizations, advocacy groups, and agency stakeholders widely agreed during the CAPTI development process that the ATP is underfunded in comparison to other transportation funding programs and supported increased funding to the ATP specifically and to active transportation more broadly.

Key Actions

S2.1 Implement the California Integrated Travel Project (Cal-ITP)

Caltrans will provide transit providers an easier and less expensive process to implement contactless payment, benefit eligibility verification, and other services via Cal-ITP. Additionally, Caltrans will work to provide technical assistance and support to small and rural transit operators to implement these features in their service areas.

S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan

Building off the framework outlined in the State Rail Plan, CalSTA will lead a process to prioritize transit and intercity rail investments statewide for major state funding programs and future federal grant opportunities, as well as to leverage transit and intercity rail investments to support compact growth and equitable transit-oriented development.

S2.3 Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements

In collaboration with CARB, CalSTA will develop a new Clean Fleet and Facilities Network Improvement project category in the TIRCP to provide additional support and funding to transit agencies needing to replace their aging vehicle fleets with ZEVs, while also working with local agencies to improve network efficiency and integration. Additionally, to support economic recovery efforts in the short term, CalSTA will accelerate the 2022 funding cycle by starting guidelines development and the program call for projects earlier than past years and identify additional near-term cash flow that will expand funding opportunities. CalSTA will also offer expanded technical assistance prior to application to support agencies of every size throughout the state.

S2.4 Increase Funding to Active Transportation Program (ATP)

Given the oversubscription of the ATP, CalSTA will work to identify additional funding that could be added to the ATP, or otherwise set-aside for use on active transportation projects. Options to explore include flexing future federal funding into the ATP or towards active transportation more generally without having to take funds from any existing funding streams. Absent new flexible federal funding sources, other options include considering a local contribution from an existing program that would be met with a state match from the State Highway Account to show commitment from the state. Alternatively, another option could be to take small continuous contributions

from across several programs (e.g., SHOPP, TCEP, SCCP, TIRCP, etc.) to minimize impact to any single funding source. A small amount of funding from multiple sources can have a large impact on a program the size of the ATP. CalSTA is interested in collecting stakeholder input to identify the best potential funding sources and proposed amounts for a meaningful infusion of funds to the ATP.

S2.5 Convene Discussion Regarding Sustainable Rural Transportation Solutions

CalSTA will convene a discussion with local and regional rural transportation partners to identify and explore actions to equip rural communities with the tools they need to further the vision of the CAPTI Framework in rural settings. The focus of the discussion will be to explore options including but not limited to: identifying best practices for application of projects in rural settings; exploring funding pathways for rural projects such as rail grade separation projects with significant active transportation benefits; or transit solutions that work in rural contexts such as vanpools or other demand-responsive transit services.

S3. Elevate Community Voices in How We Plan and Fund Transportation Projects

Community stakeholders often struggle to find clear entry points into the transportation project planning process, resulting in their lack of participation in helping develop a shared vision or stated purpose and need for projects. This strategy aims to create improved and more transparent transportation planning processes and practices, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including, but not limited to, disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

Ultimately, this strategy will create pathways to give communities most impacted by transportation investments a meaningful voice in transportation planning and program development.

Key Actions

S3.1 Establish Transportation Equity and Environmental Justice Advisory Committee(s)

CalSTA, Caltrans, and the CTC will coordinate to establish an advisory committee (or committees) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. The scope, structure, and responsibilities of the committee(s) will build off and be informed by the CTC's Equity Advisory Roundtable and Caltrans' Statewide Community Listening Sessions. Continued dialogue among state transportation agencies, other state agencies, and partners will also be an important component of committee formation.

The goal is to develop a committee(s) that would provide meaningful input into transportation planning and programming to relevant state transportation agencies, such as CalSTA, the CTC, and Caltrans. The committee is anticipated to review and/or advise on state transportation planning and program guidelines. This strategy is intended to elevate diverse voices to advise state transportation agencies, such as CalSTA, the CTC, and Caltrans, on how to achieve meaningful transportation equity and environmental justice outcomes.

S3.2 Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs

Building off lessons learned from the California Climate Investment Technical Assistance Program (CCI TA), the interagency Technical Assistance Guidelines for State Agencies, and its work with the TIRCP, Caltrans commits to strengthening and expanding its technical assistance portfolio to help community members collaborate with local agencies to develop proposals and/or project scopes of work for various funding programs administered by Caltrans. Additionally, Caltrans commits to cultivating partnerships with and building the capacity of community-based organizations and residents to engage in the development of SHOPP and ITIP projects.

The CTC is committed to providing technical assistance on tools, methods, and practices required for their funding programs, as well as to exploring structures for providing in-house support. This may include ad hoc technical assistance workshops for program applicants and/or "office hours" to work with potential applicants on a one-on-one basis.

S3.3 Lift Up and Mainstream Community Engagement Best Practices

Caltrans will create a community engagement playbook that catalogues best practices and lessons learned from state, regional, and local agency and community-based partners, as well as builds off the CCI TA Program's Best Practices for Community Engagement and Building Successful Projects report. The playbook will inform the department's planning and project development work and support institutionalizing meaningful community engagement practices within the department. Caltrans will also explore actions to leverage existing contracts to strengthen its partnerships with community-based organizations, as well as to foster staff capacity to facilitate productive community engagement processes.

Additionally, the CTC is developing an engagement guide and is committed to hosting workshops with the goal of incorporating stakeholder feedback regarding best practices for meaningful community engagement and exploring potential changes to program guidelines to reflect these best practices.

S3.4 Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects

Caltrans will work with state agency partners to develop and implement an Equity Index tool to assist in the evaluation and prioritization of the department's projects. Collaborating with the CTC and other state agency partners, Caltrans will identify metrics and indicators to account for equity-based outcomes for inclusion in the Index tool, as well as review the weighting of equity and standard performance indicators to allow for varying analyses within individual program requirements.

S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

In its new Strategic Plan, Caltrans has made a commitment to lead on climate action and advance social equity in the transportation sector. At its core, this strategy's actions outline the department's commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. Additionally, Caltrans will re-examine and revise its own processes, procedures, and guidance that local agencies have sometimes identified as a barrier to advancing sustainable transportation.

Caltrans also recognizes the critical role it plays in providing transportation planning resources and guidance to many smaller or rural communities that often do not have access to the same resources as large metro regions. Aligning the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources will be critical to meeting our climate and equity goals.

Key Actions

S4.1 Develop and Implement the Caltrans Strategic Investment Strategy (CSIS) to Align Caltrans Project Nominations with the CAPTI Investment Framework

Caltrans will develop a new, data- and performance-driven approach in the CSIS to align project nominations with the CAPTI Investment Framework. The CSIS will guide both projects

nominated or sponsored by Caltrans, as well as projects on which Caltrans partners with a local or regional agency.

S4.2 Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework

Caltrans will update the 2021 ITSP to fit within the CAPTI Investment Framework with a continued focus on investing in rural, smaller, or under-resourced communities across the state. The 2021 ITSP will more clearly emphasize multimodal corridor planning and prioritize sustainable transportation solutions.

S4.3 Update the 2023 State Highway System Management Plan (SHSMP) to Meaningfully Advance CAPTI Investment Framework

Working with CalSTA, Caltrans will update the 2023 SHSMP to integrate and advance the guiding principles of the CAPTI Investment Framework. The 2023 SHSMP will provide a broader strategic vision for the SHS and SHOPP investments by placing a stronger emphasis on creating a climate resilient transportation system that reduces greenhouse gas emissions, while also reducing risk to state transportation assets. This revised project development approach will employ climate smart decision-making for all users in maintenance and operations projects.

S4.4 Refocus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments in Key Corridors of Statewide and Regional Significance

Caltrans will refocus its corridor planning activities by: 1) prioritizing sustainable multimodal investments and solutions; 2) concentrating corridor planning efforts on those of statewide

and regional significance; 3) facilitating corridor planning across Caltrans District boundaries; and 4) supporting the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities.

S4.5 Develop and Implement Caltrans Climate Action Plan (CCAP)

Caltrans will develop and implement a departmental Climate Action Plan (CCAP) to establish baseline and reduction targets for GHG emissions and VMT from all sources, including from use of the State Highway System and internal operations. Additionally, Caltrans will set measurable and achievable mode share targets for passenger travel that will be supported by VMT reduction strategies. The CCAP will identify additional actions the department will take to meet its GHG, VMT, and mode share targets.

S4.6 Incorporate Zero-Emission Freight Infrastructure Needs into the California Freight Mobility Plan (CFMP)

In coordination with CARB and CalSTA, Caltrans will prioritize inclusion of zero-emission freight projects in the CFMP project list that work to advance the state's air quality and climate goals. Caltrans will work with the freight industry to encourage and help accelerate the widespread transition to zero-emission technologies and infrastructure, in part through inclusion of these types of projects in the CFMP project list. The CFMP also presents the opportunity to identify potential funding options for projects included in the plan.



S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

As seen with the increasing frequency of large and damaging California wildfires, impacts from the climate crisis have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach unless we proactively work toward creating a more resilient transportation system. To do this, it will take incorporating climate risk assessment as a standard practice in the transportation project development process.

Key Actions

S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance

The Governor's Office of Planning & Research (OPR) will lead an effort to update existing guidance that was delivered in 2018 under implementation of EO B-30-15. The updated guidance document will include more specific guidance on climate impacts for state agencies and how to use climate science information. Building off Caltrans' District Climate Change Vulnerability Assessments and in-progress District Adaptation Priorities Reports, Caltrans will collaborate with OPR to incorporate climate risk assessment guidance and previous planning efforts into standard practice. Caltrans and OPR will also develop implementation guidance for project-level applications for all climate impacts, including wildfire, sea level, drought, temperature increase, precipitation, and extreme events.

S5.2 Update Transportation Infrastructure Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies

Once Climate Risk Assessment Planning and Implementation guidance has been completed, CalSTA and CTC will work toward updating TIRCP, SHOPP, and SB 1 Competitive Program Guidelines — through their respective public guidelines development processes — to align with the guidance developed by Caltrans and OPR.

S5.3 Explore Incentivizing Land Conservation through Transportation Programs

The CTC will evaluate the concepts developed in the interagency Natural and Working Lands Climate Smart Strategy to identify conservation and climate resilience strategies and best practices that could be integrated into the next update of the Regional Transportation Plan and SB 1 Competitive Program guidelines.

S6. Support Local and Regional Innovation to Advance Sustainable Mobility

Since the passage of SB 375 more than a decade ago, many local and regional transportation agencies have been working to implement elements of the CAPTI investment framework in their Sustainable Communities Strategies (SCS). However, local and regional agencies continue to face various challenges and barriers to not only implement SCSs but also recent companion policies — such as SB 743. This plan has identified key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and VMT mitigation called for by SB 743.

Key Actions

S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects


CalSTA and Caltrans will work with local and regional transportation agencies to develop new mechanisms — such as mitigation banks that would allow for purchase of credits that could be applied to VMT reduction projects or actions — for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind. These mechanisms are envisioned to assist transportation agencies statewide with SB 743 implementation and CEQA compliance. Additionally, Caltrans will evaluate different models for GHG/VMT mitigation, such as exploring the potential expansion of the Advanced Mitigation Program.

S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts

CalSTA and Caltrans will convene a working group consisting of other state agencies as well as local and regional partners to identify and provide recommendations for equitable roadway pricing implementation pathways for strategies identified in regional RTP/SCSs that aim to reduce or manage VMT. The working group will create an inventory of various ongoing efforts across the state and outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners — including, but not limited to, cordon pricing, congestion pricing, and other dynamic pricing tools. The objective of this effort is to provide state support to bring local and regional efforts underway to fruition. This action is distinct from the ongoing statewide Road User Charge (RUC) Program, as it focuses on supporting local and regional pricing tools; however, CalSTA and Caltrans will ensure there is coordination between this workgroup and the statewide RUC program.

S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities

Currently, there is no clear framework for agencies that administer housing or transportation investments to determine if a particular project aligns with the goals of SB 375 and “achieves the objectives of the Scoping Plan” (as stated in EO N-19-19).



In the absence of such a framework, agencies administering investments often assume any project “included” in a Regional Transportation Plan/Sustainable Community Strategy advances the SCS, which does not provide the ability for prioritization of competing demands, nor does it allow for local or regional agencies to identify the significance of particular projects to regional planning efforts. Accordingly, CARB and SGC will lead a collaborative process with state and regional partners to develop a framework for identifying projects that best advance the objectives of the RTP/SCSs and the Scoping Plan. This framework will then be available for use by various state programs and regional agencies.

S7. Strengthen Transportation-Land Use Connections

Simultaneously addressing California’s housing crisis while reducing VMT requires a strong connection between transportation and land use policies. Supporting housing demand while meeting our climate and equity goals will require managing this relationship and seeking efficient land use decisions. These identified key actions can ensure transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting infill development.

Key Actions

S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production

Transportation funding could be used to reduce VMT by incentivizing infill residential development and densities appropriate and feasible for each given community. Competitive funding programs could adopt incentives for local policies that tend to support location-efficient and mixed-use housing production, while considering the needs of rural, suburban, and urban jurisdictions and how appropriate policies may differ among those areas. Such local policies may include by-right (nondiscretionary) approval processes for multifamily residential and mixed-use development, zoning to allow for residential and mixed-use developments in non-residential zones, reduced parking requirements for residential development, or expanded density bonuses that exceed state density bonus law, among other local policies. Transportation programs could adopt these incentives as competitive scoring criteria and enhanced guidance to facilitate interjurisdictional coordination between project proponents and local planning departments.

S7.2 Create Working Group to Explore Potential Actions to Address Direct and Indirect Displacement in Transportation Programs

CalSTA will work with state agency partners to explore potential statutory changes to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks. Building off the experience of the Affordable Housing and Sustainable Communities (AHSC) program, the working group will identify the suite of voluntary anti-displacement strategies that could be promoted via scoring and evaluation criteria in state funding program guidelines.

near underserved communities, disadvantaged communities, low-income communities, and BIPOC communities would be prioritized for planning funds.

S7.3 Explore a “Highways to Boulevards” Conversion Pilot Program

Far too often, past transportation decisions literally put up barriers, divided communities, and amplified racial inequalities, particularly in our Black and Brown neighborhoods. To address this, CalSTA will work with Caltrans to pursue the creation of a pilot program to initially plan for — with the goal to ultimately fund — the conversion of key underutilized highways in the state into multi-modal corridors that serve existing residents by developing affordable housing and complete streets features. The pilot program could start by soliciting local and regional entities for lists of potential locations that have been identified as barriers to local communities, as well as explore improvements to the relinquishment process to turn over state facilities to local ownership and control. These projects could include conversion or capping of urban freeways that could free up additional land for affordable housing and could also include conventional highways in less urbanized areas that may pose a barrier to multi-modal travel across the community. Locations



Implementation: From Plan to Action

The Matrix in Appendix A provides a detailed list of responsible agencies, both in lead and support roles, that will need to take action to bring this plan to fruition. Below is a description on how CalSTA plans to track progress on the plan, as well as continually re-evaluate this living document, to ensure progress is being made to meeting the objectives outlined in the CAPTI Guiding Principles.

Tracking Progress

To ensure that progress is made towards implementation the State Interagency Working Group will continue to meet on a quarterly basis to report on and discuss progress of CAPTI action item implementation. Additionally, the group will generate an annual progress report, which will document key accomplishments made to implement the actions listed in the plan. Since CAPTI is a living document, the progress reports will also provide recommendations for new or revised actions that should be undertaken as necessary in response to changing conditions and evolving needs of the state. CalSTA proposes to provide formal public status updates on these annual progress reports at the Joint Meeting of CTC, CARB, and HCD.

Strategy S1. Cultivate and Accelerate Sustainable Transportation Innovation by Leading with State Investments

These actions are intended to find opportunities where the State can begin to clearly signal its commitment to funding innovative, sustainable transportation projects, while being mindful of previous commitments and projects that are well underway.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S1.1 Prioritize SCCP Projects to Enable Travelers to Opt Out of Congestion	<ul style="list-style-type: none"> Pursue update of SCCP Guidelines to further prioritize innovative sustainable transportation solutions. Innovative solutions should focus on reducing VMT and could include investments in transit, rail, active transportation, and highway solutions that improve transit travel times and reliability or generate revenue for VMT reducing projects. 	SCCP	CTC	CalSTA, CARB	Short-Term
S1.2 Promote Innovative Sustainable Transportation Solutions in SCCP by Requiring Multimodal Corridor Plans	<ul style="list-style-type: none"> Pursue requirement that all projects be a part of a multimodal corridor plan consistent with the CTC's Comprehensive Multimodal Corridor Plan Guidelines. 	SCCP	CTC	CalSTA	Short-Term
S1.3 Fast Track New CAPTI-Aligned Projects in Early Planning Phases by Adding Them to ITIP	<ul style="list-style-type: none"> New ITIP projects that are in alignment with the CAPTI will be added with a portion of future funding capacity. This will be done in collaboration with local and regional partners and be in addition to the need to continue funding for existing ITIP projects. 	ITIP	Caltrans	CTC, CalSTA	Short-Term
S1.4 Mainstream Zero-Emission Vehicle Infrastructure Investments within TCEP	<ul style="list-style-type: none"> Pursue update TCEP Guidelines to prioritize projects that improve trade corridors by demonstrating a significant benefit to improving the movement of freight and also reduce emissions by creating or improving zero emissions infrastructure either within the project. 	TCEP	CTC	CalSTA, CARB	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S2. Support a Robust Economic Recovery by Revitalizing Transit, Supporting ZEV Deployment, and Expanding Active Transportation Investments

Following the devastating impact of the COVID-19 pandemic on transit, these actions seek to enable transit's recovery and revitalize the transit system, including the deployment of ZEV transit fleets, which will ultimately be critical to our success in combatting the climate crisis. These actions also intend to expand State investments in active transportation infrastructure, the demand for which has significantly increased in many communities throughout California during the pandemic.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S2.1 Implement the California Integrated Travel Project (Cal-ITP)	<ul style="list-style-type: none"> Update TIRCP Guidelines to support transit providers with implementation of contactless payment and coordination of services via Cal-ITP. 	TIRCP	CalSTA	Caltrans, CARB	Short-Term
S2.2 Identify A Long-Term Strategic Funding Pathway Across All Funding Opportunities to Realize the State Rail Plan	<ul style="list-style-type: none"> Lead process to prioritize rail investments statewide for major state funding programs and future federal grant opportunities. 	TIRCP, SSCP, ITIP, TCEP	CalSTA	Caltrans, CTC	Short-Term
S2.3 Accelerate TIRCP Cycles to Support Transit Recovery with Deployment of ZEV Transit/Rail Fleets and Transit/Rail Network Improvements	<ul style="list-style-type: none"> Develop new Clean Fleet/Equipment and Network Improvement Project Category in the TIRCP. Explore allocation strategies to accelerate TIRCP cycles. 	TIRCP	CalSTA	CARB, Caltrans, CTC	Short-Term
S2.4 Increase Funding to Active Transportation Program (ATP)	<ul style="list-style-type: none"> Explore potential for additional funding for the ATP from various sources, including flexing federal funds into the Surface Transportation Block Grant Program–Transportation Alternatives Set-Aside, or redirecting funds from multiple sources. 	ATP	CalSTA	Caltrans, CTC	Short-Term
S2.5 Convene Discussion on Sustainable Rural Transportation Solutions	<ul style="list-style-type: none"> Convene discussion to explore actions CalSTA can take to advance rail, transit, active transportation, and ZEV deployment in rural communities 		CalSTA	Caltrans	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects

This strategy aims to create more transparent transportation planning processes, while also coordinating across state agencies to develop standards and practices for meaningful engagement and provision of technical assistance resources to those most impacted by projects, including disadvantaged communities, low-income communities, and Black, Indigenous, and People of Color (BIPOC) communities.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S3.1 Establish Transportation Equity and Environmental Justice Advisory Committee(s)	<ul style="list-style-type: none"> Establish advisory committee(s) focused on transportation equity and environmental justice issues stemming from transportation planning and programming. 	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP, TCEP	CalSTA	Caltrans, CTC, CARB, HCD, SGC	Short-Term
	<ul style="list-style-type: none"> Coordinate with other state agency advisory bodies, including but not limited to CTC Equity Advisory Roundtable, CARB EJAC, CEC/CPUC SB 350 Disadvantaged Communities Advisory Group. Designate staffing and resources to support committee's work. 				
S3.2 Strengthen and Expand Coordinated, Targeted Technical Assistance on State Transportation Funding Programs	<ul style="list-style-type: none"> Caltrans to evaluate existing technical assistance portfolio and identify opportunities for targeted expansion. Caltrans to cultivate partnerships with and build capacity of community-based organizations and residents to engage in the SHOPP and ITIP project development. CTC to provide ongoing technical assistance to applicants on tools, methods, and practices required for CTC funding programs. CTC to explore structures for ad hoc in-house TA for program applicants. 	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term
S3.3 Lift Up and Mainstream Community Engagement Best Practices	<ul style="list-style-type: none"> Caltrans to create community engagement playbook for planning and project development work. Caltrans to review existing programs, processes, and procedures to identify opportunities to strengthen community engagement. Caltrans to explore leveraging existing contracts to strengthen partnerships with community-based organizations. CTC to host workshops to identify best practices for meaningful community engagement for inclusion in program guidelines. 	SHOPP, ITIP, TIRCP, SCCP, ATP, LPP	Caltrans, CTC	CalSTA, SGC, CARB	Short-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S3. Elevate Community Voices in How We Plan and Fund Transportation Projects (Continued)					
Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S3.4 Develop and Utilize Equity Index to Assist in Evaluation or Prioritization of Caltrans Projects	<ul style="list-style-type: none">Develop an Equity Index tool to assist in the evaluation of Department projects.	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC, CARB, CDPH, SGC, OPR	Short- Term
	<ul style="list-style-type: none">Develop and roll out training to Caltrans staff on utilizing Equity Index.				

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships

These actions outline Caltrans' commitment to change the types of projects it will fund, nominate, and sponsor, as well as how it analyzes project benefits and impacts. This fundamental shift will advance critical climate considerations in transportation, while also working towards eliminating inequities in the transportation system. These actions intend to align the department's planning efforts with the CAPTI Investment Framework, while lifting up regions in the state with fewer resources.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
Develop and Implement the Caltrans Strategic Investment Strategy					
S4.1	Develop CSIS to guide project nominations.	SHOPP, ITIP, TIRCP, SCCP	Caltrans	CalSTA, CTC	Short-Term
	Implement CSIS for Caltrans-only and Caltrans-partnered project nominations.				
Align Interregional Transportation Strategic Plan 2021 (ITSP) with CAPTI Investment Framework					
S4.2	Update 2021 ITSP with meaningful integration of CAPTI Investment Framework and Administration's Regions Rise Together effort.	ITIP	Caltrans	CalSTA	Short-Term
Update the 2023 SHSMP with meaningful integration of CAPTI Investment Framework.					
S4.3	Update the 2023 SHSMP's SHOPP and Maintenance Investment Strategies and Performance Outcomes to align with CAPTI Investment Framework.	SHOPP	Caltrans	CalSTA	Medium-Term
	Update will include following approaches or considerations, at a minimum: active transportation, climate resiliency, nature-based solutions, greenhouse gas emission reduction, climate smart decision-making.				
	Incorporate roadside land management activities related to wildfire prevention into the SHSMP, such as prescribed and managed fire, and other strategies aligned with the California Forest Carbon Plan and the Draft Natural and Working Lands Implementation Plan.				

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S4. Advance State Transportation Leadership on Climate and Equity through Improved Planning & Project Partnerships (Continued)

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
Re-focus Caltrans Corridor Planning Efforts to Prioritize Sustainable Multimodal Investments S4.4 Multimodal Investments in Key Corridors of Statewide and Regional Significance	<ul style="list-style-type: none"> Provide direction to Caltrans Districts on identifying key corridors of statewide and regional significance. Require corridor planning efforts to prioritize sustainable multimodal investments. Update Caltrans Corridor Planning Guide and CTC Comprehensive Multimodal Corridor Plan Guidelines accordingly. Support the development of innovative safety solutions based on the safe systems approach that advance sustainable transportation modes, particularly for rural communities. 	SHOPP, ITIP, SCCP	Caltrans	CalSTA, CTC	Medium-Term
	<ul style="list-style-type: none"> Develop Caltrans Climate Action Plan aligned with CAPTI Investment Framework. Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for greenhouse gas emissions (GHG). Establish baseline and reduction targets from all sources—including from use of the state highway system and internal operations—for vehicle miles traveled (VMT). Establish mode share targets for passenger travel. Explore use of Sustainability Rating System for use on all Caltrans projects. 	SHOPP, ITIP, TIRCP, SCCP, ATP	Caltrans	CalSTA	Medium-Term
	<ul style="list-style-type: none"> Update CFMP and project list to incorporate zero-emission freight infrastructure needs. Analyze CFMP project impacts and mitigations for environmental justice communities. 	TCEP	Caltrans	CalSTA, CARB	Short-Term
Incorporate Zero-Emission Freight Infrastructure Needs in California Freight Mobility Plan (CFMP) S4.6					

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S5. Support Climate Resilience through Transportation System Improvements and Protections for Natural and Working Lands

Impacts from climate change have the potential to restrict or impede travel in the state and have huge monetary implications for the state's fix-it-first approach. This strategy's actions will incorporate climate risk assessment as a standard practice in the transportation project development process in order to proactively work toward creating a more resilient transportation system.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S5.1 Develop Climate Risk Assessment Planning and Implementation Guidance	<ul style="list-style-type: none"> Update OPR Climate Risk Assessment Guidance. 		Caltrans/		
	<ul style="list-style-type: none"> Collaborate to integrate climate risk guidance into Caltrans planning and project delivery processes. 		when multiple lead agencies, OPR	CalSTA CNRA	Short-Term
	<ul style="list-style-type: none"> Integrate Caltrans' District Climate Change Vulnerability Assessments and District Adaptation Priorities Reports in implementation guidance. 	SHOPP, ITIP			
S5.2 Update SHOPP and SB 1 Competitive Program Guidelines to Incentivize Climate Adaptation and Climate Risk Assessments/Strategies	<ul style="list-style-type: none"> CalSTA and CTC will evaluate OPR/Caltrans Climate Risk Assessment Planning and Implementation Guidance and pursue inclusion in SHOPP, TIRCP, and SB 1 Competitive Program Guidelines. 	SHOPP, SCCP, TCEP, LPP	CTC	CalSTA Caltrans	Medium-Term
S5.3 Explore Incentivizing Land Conservation through Transportation Programs	<ul style="list-style-type: none"> Evaluate Natural and Working Lands Climate Smart Strategy concepts for inclusion in next scheduled updates to Regional Transportation Plan and SB 1 Competitive Program guidelines. 	SCCP, TCEP, LPP	CTC	CalSTA, CNRA, CARB, OPR, SGC	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S6. Support Local and Regional Innovation to Advance Sustainable Mobility

To address the various challenges and barriers to the implementation of Sustainable Community Strategies, this strategy identifies key actions to support the implementation of regional and local planning efforts that align with the framework, with a focus on finding a pathway to implementation for roadway pricing efforts and SB 743 VMT mitigation.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S6.1 Explore New Mechanisms to Mitigate Increases in Vehicle Miles Travelled (VMT) from Transportation Projects	<ul style="list-style-type: none"> Collaborate with local and regional transportation agencies to develop new mechanisms for viable VMT mitigation options for highway capacity projects, particularly with equity and land conservation in mind. 				
	<ul style="list-style-type: none"> Explore statewide and regional VMT mitigation bank concept. Evaluate feasibility and explore potential expansion of Advanced Mitigation Program to include GHG/VMT mitigation. 		Caltrans	CalSTA, CARB, CTC, HCD	Medium-Term
S6.2 Convene a Roadway Pricing Working Group to Provide State Support for Implementation of Local and Regional Efforts	<ul style="list-style-type: none"> Convene a working group consisting of state agencies and local and regional partners to provide state support to local and regional efforts already underway. 				
	<ul style="list-style-type: none"> Create an inventory of various ongoing efforts across the state Outline state and federal statutory and administrative opportunities and barriers to equitable implementation of various roadway pricing applications currently under consideration by local and regional partners, including but not limited to cordon pricing, congestion pricing, and other dynamic pricing tools. 		CalSTA/Caltrans	CTC, CARB, OPR, SGC	Short-Term
S6.3 Develop Interagency Framework for Project Evaluation Around Advancing Sustainable Communities Strategies	<ul style="list-style-type: none"> Convene interagency working group of state and regional agencies, including the State Agency MPO Workgroup. 	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP			
	<ul style="list-style-type: none"> Develop a framework (e.g., rubric, checklist, or other guidance) for assessment of a projects ability to advance the SCS 		CARB, SGC	CalSTA, Caltrans, CTC, HCD, OPR	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Strategy S7. Strengthen Transportation-Land Use Connections

In order to simultaneously address California's housing crisis while reducing VMT, these actions seek to ensure that transportation programming dollars help incentivize smart housing and conservation policies and decisions, while also supporting the creation of infill development.

Action	Description	Program(s) Impacted	Lead Agency	Support Agencies	Time Frame
S7.1 Leverage Transportation Investments to Incentivize Infill Housing Production	<ul style="list-style-type: none"> Explore and identify opportunities in transportation funding programs to incentivize pro-infill housing policies and to expand upon recent successes of programs such as the Affordable Housing and Sustainable Communities (AHSC) program 	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	CTC, Caltrans, HCD, CARB	Short-Term
S7.2 Create Working Group to Explore Potential Action to Address Direct and Indirect Displacement in Transportation Programs	<ul style="list-style-type: none"> Convene interagency working group to explore actions to enable transportation programs to incentivize anti-displacement strategies within their funding frameworks. 	SHOPP, ITIP, TIRCP, SCCP, TCEP, LPP, ATP	CalSTA	Caltrans, CTC, CARB, HCD, SGC, OPR	Short-Term
S7.3 Explore a "Highways to Boulevards" Conversion Pilot Program	<ul style="list-style-type: none"> Identify locally nominated candidate locations for pilot program. Develop feasibility study for Highway to Boulevards Conversion Pilot Program. Integrate anti-displacement strategies as part of pilot program concept. 	SHOPP, ITIP	CalSTA	Caltrans, HCD, OPR, SGC	Medium-Term

Note: All actions related to the CTC are recommendations that would be introduced into the appropriate CTC program guidelines development process for consideration.

Appendix B. List of Acronyms and Abbreviations

EO	Executive Order	SCS	Sustainable Communities Strategy
GHGs	Greenhouse Gases	Cal-ITP	California Integrated Travel Project
ICE	Internal Combustion Engine	CTP/CTP 2050	California Transportation Plan 2050
CEQA	California Environmental Quality Act	CCAP	Caltrans Climate Action Plan
VMT	Vehicle Miles Travelled	BIPOC	Black, Indigenous, and People of Color
ZEV	Zero-Emission Vehicle	MHDV	Medium and Heavy Duty Vehicle
ATP	Active Transportation Program	CTC	California Transportation Commission
ITIP	Interregional Transportation Improvement Program	CalEPA	California Environmental Protection Agency
LPP	Local Partnership Program	CARB	California Air Resources Board
SCCP	Solutions for Congested Corridors	DOF	California Department of Finance
SHOPP	State Highway Operations & Protection Program	HCD	California Department of Housing and Community Development
TCEP	Trade Corridor Enhancement Program	Caltrans	California Department of Transportation
TIRCP	Transit & Intercity Rail Capital Program	OPR	Governor's Office of Planning and Research
AHSC	Affordable Housing and Sustainable Communities Program	SGC	California Strategic Growth Council
CSIS	Caltrans Strategic Investment Strategy	GO-Biz	Governor's Office of Business and Economic Development
ITSP	Interregional Transportation Strategic Plan	CCI TA	California Climate Investment Technical Assistance Program
SHSMP	State Highway System Management Plan	CNRA	California Natural Resources Agency
RTP	Regional Transportation Plan		



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Appendix 1.2.10

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **E.O. N-19-19** requires the State Transportation Agency will leverage \$5 billion in annual state transportation spending to 1) align the state's climate goals with the state's transportation spending; 2) Reduce driving by strengthening the connection between jobs, housing, and transportation. 3) Reduce congestion by investing in innovative strategies that encourage people to shift from cars to other modes of transportation; 4) Invest in transportation options that improve Californians' health such as walking, bicycling, and other active modes; and 5) Mitigate costs for lower-income Californians.

Sources

Notes

**EXECUTIVE DEPARTMENT
STATE OF CALIFORNIA**

EXECUTIVE ORDER N-19-19

WHEREAS California is proof that a bold climate agenda is good for the economy, for workers, for health and for our future, as evidenced by our state having achieved record economic growth while reaching some of the strongest climate goals in the world; and

WHEREAS in the face of inaction on climate change from the federal government, California is a global leader in climate change mitigation efforts through bold climate goals and actions, as well as leadership in the US Climate Alliance and Under2 Coalition, using the state's power as the fifth largest economy in the world to drive positive action; and

WHEREAS California has ambitious and essential climate goals to transition to a healthier, more sustainable and more inclusive economy, including: reducing greenhouse gas emissions 40 percent below 1990 levels by 2030; providing 100 percent of the state's electricity from clean energy sources by 2045; reducing methane emissions and hydrofluorocarbon gases by 40 percent; and adding five million zero-emission vehicles to California's roads by 2030; and

WHEREAS California has made substantial, measurable progress on many of the goals enumerated above, but in recent years, direct tailpipe emission from cars, ships, diesel trains, airplanes, and other transportation sources have remained a stubborn driver of greenhouse gas emissions, totaling 40.1 percent of all greenhouse gas emissions statewide; and

WHEREAS the California Air Resources Board has a fifty-year history of leading the globe in addressing harmful pollution through innovative air pollution control standards, including the nation's first NOx emissions standards for motor vehicles; and

WHEREAS California's renewable energy targets have spurred innovation and private investment in new technologies with California leading the nation in clean technology patents and bringing in more than 50 percent of all clean energy investment in the nation; and

WHEREAS the state has made significant progress in lowering greenhouse gas emissions and mitigating climate risk in California's own state government operations and public schools; and

WHEREAS achieving California's climate goals will require concerted commitment and partnership by government, the private sector, and California residents.

NOW, THEREFORE, I, GAVIN NEWSOM, Governor of the State of California, by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to become effective immediately to require that every aspect of state government redouble its efforts to reduce greenhouse gas emissions and mitigate the impacts of climate change while building a sustainable, inclusive economy.

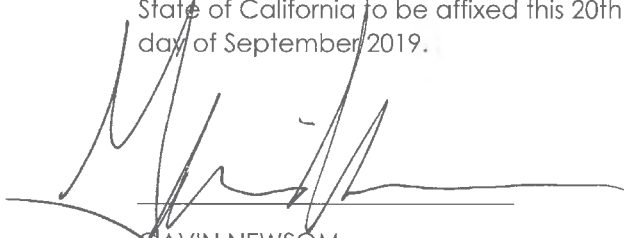
1. To leverage the state's \$700 billion investment portfolio to advance California's climate leadership, protect taxpayers, and support the creation of high-road jobs, the Department of Finance shall create a Climate Investment Framework.
 - a. The Framework shall include a proactive investment strategy for the state's pension funds that reflects the increased risks to the economy and physical environment due to climate change.
 - b. The Framework shall provide the timeline and criteria to shift investments to companies and industry sectors that have greater growth potential based on their focus of reducing carbon emissions and adapting to the impacts of climate change, including but not limited to investments in carbon-neutral, carbon-negative, climate resilient, and clean energy technologies.
 - c. The Framework shall align with the fiduciary responsibilities of the California Public Employees' Retirement System, California State Teachers' Retirement System and the University of California Retirement Program.
 - d. The Department of Finance shall consult with the Governor's Office of Planning and Research, and the California Department of Human Resources on the Framework.
2. The State Transportation Agency shall leverage the more than \$5 billion in annual state transportation spending for construction, operations, and maintenance to help reverse the trend of increased fuel consumption and reduce greenhouse gas emissions associated with the transportation sector. To accomplish this, the State Transportation Agency, in consultation with the Department of Finance, shall:
 - a. Align the state's climate goals with transportation spending on planning, programming and mitigation to achieve the objectives of the state's Climate Change Scoping Plan, where feasible,
 - b. Reduce vehicle miles traveled by strategically directing discretionary transportation investments in support of housing production near available jobs and in accordance with the state's smart growth principles, as defined in Government Code section 65041.1, and taking public health into account,

- c. Reduce congestion through innovative strategies designed to encourage people to shift from cars to other modes of transportation,
 - d. Fund transportation options that contribute to the overall health of Californians and reduce greenhouse gas emissions, such as transit, walking, biking and other active modes, and
 - e. Mitigate increases in transportation costs for lower income Californians.
3. The Department of General Services shall leverage its management and ownership of the state's 19 million square feet in managed buildings, 51,000 vehicles and other physical assets and goods to minimize state government's carbon footprint. To accomplish this, the Department of General Services shall:
- a. Maximize reduction of greenhouse gas emissions, including harmful diesel emissions, from the state fleet,
 - b. Develop and implement sustainable purchasing policies across state agencies that prioritize the purchase of environmentally preferable goods such as more sustainable food and recycled materials, consistent with state climate policies,
 - c. Reduce greenhouse gas emissions and mitigate climate risk from the state's owned and future-leased buildings,
 - d. Manage energy demand to maximize benefits to the grid, and
 - e. Promote zero-emission vehicle purchasing in state and local government fleets.
4. To accelerate progress towards California's goal of five million zero emissions vehicles sales by 2030, the California Air Resources Board shall:
- a. Develop new criteria for clean vehicle incentive programs to encourage manufacturers to produce clean, affordable cars,
 - b. Propose new strategies to increase demand in the primary and secondary markets for zero emissions vehicles, and
 - c. Consider strengthening existing or adopting new regulations to achieve the necessary greenhouse gas reductions from within the transportation sector.

IT IS FURTHER ORDERED that as soon as hereafter possible, this Order shall be filed with the Office of the Secretary of State and that widespread publicity and notice shall be given to this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its departments, agencies, or other entities, its officers or employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 20th day of September 2019.

A handwritten signature in black ink, appearing to read 'Gavin Newsom', is written over a horizontal line.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

Appendix 1.2.11

Final State Policy Guidance

Description

California has been at the forefront in proactively identifying and addressing critical trends that impact the condition and performance of a statewide transportation system. Key to this are the following state policies:

- **E.O. N-79-20** calls for elimination of new internal combustion passenger vehicles by 2035. It establishes a target for the transportation sector that helps put the state on a path to carbon neutrality by 2045 and furthers the impetus for the providers of charging and refueling infrastructure, electric utilities, and others to plan for and support the increasing consumer demand for these vehicles.

Sources

Notes

DOCKETED	
Docket Number:	20-IEPR-02
Project Title:	Transportation
TN #:	235717
Document Title:	EXECUTIVE ORDER N-79-20
Description:	N/A
Filer:	Raquel Kravitz
Organization:	California Energy Commission
Submitter Role:	Commission Staff
Submission Date:	11/19/2020 3:45:31 PM
Docketed Date:	11/19/2020

EXECUTIVE ORDER N-79-20

WHEREAS the climate change crisis is happening now, impacting California in unprecedented ways, and affecting the health and safety of too many Californians; and

WHEREAS we must accelerate our actions to mitigate and adapt to climate change, and more quickly move toward our low-carbon, sustainable and resilient future; and

WHEREAS the COVID-19 pandemic has disrupted the entire transportation sector, bringing a sharp decline in demand for fuels and adversely impacting public transportation; and

WHEREAS as our economy recovers, we must accelerate the transition to a carbon neutral future that supports the retention and creation of high-road, high-quality jobs; and

WHEREAS California's long-term economic resilience requires bold action to eliminate emissions from transportation, which is the largest source of emissions in the State; and

WHEREAS the State must prioritize clean transportation solutions that are accessible to all Californians, particularly those who are low-income or experience a disproportionate share of pollution; and

WHEREAS zero emissions technologies, especially trucks and equipment, reduce both greenhouse gas emissions and toxic air pollutants that disproportionately burden our disadvantaged communities of color; and

WHEREAS California is a world leader in manufacturing and deploying zero-emission vehicles and chargers and fueling stations for cars, trucks, buses and freight-related equipment; and

WHEREAS passenger rail, transit, bicycle and pedestrian infrastructure, and micro-mobility options are critical components to the State achieving carbon neutrality and connecting communities, requiring coordination of investments and work with all levels of governments including rail and transit agencies to support these mobility options; and

WHEREAS California's policies have contributed to an on-going reduction in in-state oil extraction, which has declined by over 60 percent since 1985, but demand for oil has not correspondingly declined over the same period of time; and

WHEREAS California is already working to decarbonize the transportation fuel sector through the Low Carbon Fuel Standard, which recognizes the full life cycle of carbon in transportation emissions including transport into the State; and

WHEREAS clean renewable fuels play a role as California transitions to a decarbonized transportation sector; and

WHEREAS to protect the health and safety of our communities and workers the State must focus on the impacts of oil extraction as it transitions away from fossil fuel, by working to end the issuance of new hydraulic fracturing permits by 2024; and

WHEREAS a sustainable and inclusive economic future for California will require retaining and creating high-road, high-quality jobs through sustained engagement with communities, workers and industries in changing and growing industries.

NOW THEREFORE, I, GAVIN NEWSOM, Governor of the State of California by virtue of the power and authority vested in me by the Constitution and the statutes of the State of California, do hereby issue the following Order to pursue actions necessary to combat the climate crisis.

IT IS HEREBY ORDERED THAT:

1. It shall be a goal of the State that 100 percent of in-state sales of new passenger cars and trucks will be zero-emission by 2035. It shall be a further goal of the State that 100 percent of medium- and heavy-duty vehicles in the State be zero-emission by 2045 for all operations where feasible and by 2035 for drayage trucks. It shall be further a goal of the State to transition to 100 percent zero-emission off-road vehicles and equipment by 2035 where feasible.
2. The State Air Resources Board, to the extent consistent with State and federal law, shall develop and propose:
 - a) Passenger vehicle and truck regulations requiring increasing volumes of new zero-emission vehicles sold in the State towards the target of 100 percent of in-state sales by 2035.
 - b) Medium- and heavy-duty vehicle regulations requiring increasing volumes of new zero-emission trucks and buses sold and operated in the State towards the target of 100 percent of the fleet transitioning to zero-emission vehicles by 2045 everywhere feasible and for all drayage trucks to be zero-emission by 2035.
 - c) Strategies, in coordination with other State agencies, U.S. Environmental Protection Agency and local air districts, to achieve 100 percent zero-emission from off-road vehicles and equipment operations in the State by 2035.

In implementing this Paragraph, the State Air Resources Board shall act consistently with technological feasibility and cost-effectiveness.

3. The Governor's Office of Business and Economic Development, in consultation with the State Air Resources Board, Energy Commission, Public Utilities Commission, State Transportation Agency, the

Department of Finance and other State agencies, local agencies and the private sector, shall develop a Zero-Emissions Vehicle Market Development Strategy by January 31, 2021, and update every three years thereafter, that:

- a) Ensures coordinated and expeditious implementation of the system of policies, programs and regulations necessary to achieve the goals and orders established by this Order.
 - b) Outlines State agencies' actions to support new and used zero-emission vehicle markets for broad accessibility for all Californians.
4. The State Air Resources Board, the Energy Commission, Public Utilities Commission and other relevant State agencies, shall use existing authorities to accelerate deployment of affordable fueling and charging options for zero-emission vehicles, in ways that serve all communities and in particular low-income and disadvantaged communities, consistent with State and federal law.
5. The Energy Commission, in consultation with the State Air Resources Board and the Public Utilities Commission, shall update the biennial statewide assessment of zero-emission vehicle infrastructure required by Assembly Bill 2127 (Chapter 365, Statutes of 2018) to support the levels of electric vehicle adoption required by this Order.
6. The State Transportation Agency, the Department of Transportation and the California Transportation Commission, in consultation with the Department of Finance and other State agencies, shall by July 15, 2021 identify near term actions, and investment strategies, to improve clean transportation, sustainable freight and transit options, while continuing a "fix-it-first" approach to our transportation system, including where feasible:
 - a) Building towards an integrated, statewide rail and transit network, consistent with the California State Rail Plan, to provide seamless, affordable multimodal travel options for all.
 - b) Supporting bicycle, pedestrian, and micro-mobility options, particularly in low-income and disadvantaged communities in the State, by incorporating safe and accessible infrastructure into projects where appropriate.
 - c) Supporting light, medium, and heavy duty zero-emission vehicles and infrastructure as part of larger transportation projects, where appropriate.
7. The Labor and Workforce Development Agency and the Office of Planning and Research, in consultation with the Department of Finance and other State agencies, shall develop by July 15, 2021 and expeditiously implement a Just Transition Roadmap, consistent with the recommendations in the "Putting California on the High Road: A Jobs and Climate Action Plan for 2030" report pursuant to Assembly Bill 398 (Chapter 135, Statutes of 2017).

8. To support the transition away from fossil fuels consistent with the goals established in this Order and California's goal to achieve carbon neutrality by no later than 2045, the California Environmental Protection Agency and the California Natural Resources Agency, in consultation with other State, local and federal agencies, shall expedite regulatory processes to repurpose and transition upstream and downstream oil production facilities, while supporting community participation, labor standards, and protection of public health, safety and the environment. The agencies shall report on progress and provide an action plan, including necessary changes in regulations, laws or resources, by July 15, 2021.
9. The State Air Resources Board, in consultation with other State agencies, shall develop and propose strategies to continue the State's current efforts to reduce the carbon intensity of fuels beyond 2030 with consideration of the full life cycle of carbon.
10. The California Environmental Protection Agency and the California Natural Resources Agency, in consultation with the Office of Planning and Research, the Department of Finance, the Governor's Office of Business and Economic Development and other local and federal agencies, shall develop strategies, recommendations and actions by July 15, 2021 to manage and expedite the responsible closure and remediation of former oil extraction sites as the State transitions to a carbon-neutral economy.
11. The Department of Conservation's Geologic Energy Management Division and other relevant State agencies shall strictly enforce bonding requirements and other regulations to ensure oil extraction operators are responsible for the proper closure and remediation of their sites.
12. The Department of Conservation's Geologic Energy Management Division shall:
 - a) Propose a significantly strengthened, stringent, science-based health and safety draft rule that protects communities and workers from the impacts of oil extraction activities by December 31, 2020.
 - b) Post on its website for public review and consultation a draft rule at least 60 days before submitting to the Office of Administrative Law.

IT IS FURTHER ORDERED that as soon as hereafter possible, the Order be filed in the Office of the Secretary of State and that widespread publicity and notice be given of this Order.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the State of California, its agencies, departments, entities, officers, employees, or any other person.

IN WITNESS WHEREOF I have hereunto set my hand and caused the Great Seal of the State of California to be affixed this 23rd day of September 2020.

GAVIN NEWSOM
Governor of California

ATTEST:

ALEX PADILLA
Secretary of State

Appendix 1.3

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

Description

The purpose of the Railroads for National Defense (RND) Program is to identify defense rail requirements; assure consideration for national defense in civil railroad policy, plans, standards, and programs; and gain support and responsiveness for defense rail line requirements.

Military Traffic Management Command (MTMC) initiated the RND Program with the development of Strategic Rail Corridor Network (STRACNET) in 1976. STRACNET is a 33,000-mile interconnected network of rail corridors (not actual rail lines) important to national defense. It was developed from analyses of mobilization/deployment needs, peacetime traffic, and combat tank shipments as an indicator of oversize/overweight movements. FRA designated a main line to satisfy each STRACNET corridor.

Sources

https://www.sddc.army.mil/sites/TEA/Functions/SpecialAssistant/RND%20Publications/STRACNET%202018_Reduced.pdf

Notes

October 2018

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



*Military Surface Deployment and Distribution Command
Transportation Engineering Agency
1 Soldier Way
Scott AFB, IL 62225-5006*

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**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

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**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

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STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

I. EXECUTIVE SUMMARY

SCOPE

This study was undertaken to update the 2013 designation of the Strategic Rail Corridor Network (STRACNET) and its associated connector lines. The STRACNET has been updated on a 5-year basis since 1993, which has been sufficient to keep pace with rail network changes since that time. Together, STRACNET and the connectors are the civil rail lines most important to national defense. The study also verifies their defense readiness condition, and documents defense rail line requirements. The STRACNET has been relatively stable since 2013. The most significant changes to the STRACNET since 2013 have been removal of the STRACNET designation of the rail lines leading to downtown Boston and San Francisco. In both cases, portions of these former STRACNET lines are now designated as defense connector lines because these portions form part of the route to specific military installations.

CONCLUSIONS

The Military Surface Deployment and Distribution Command¹ Transportation Engineering Agency and the Federal Railroad Administration (FRA) reviewed and updated the designation of civil rail lines important to national defense. Virtually all lines designated for STRACNET and connectors to military installations and activities (such as strategic seaports) requiring rail service meet defense readiness requirements for maintenance condition, clearance, and gross weight capability. State maps in Appendix A show these lines. Department of Defense (DoD) installations and activities requiring rail service to accomplish their assigned mission are listed in Appendix B.



¹ The Military Surface Deployment and Distribution Command (SDDC) was named the Military Traffic Management Command (MTMC) before January 1, 2004.

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

Inquiries about installations, requirements, and designations should be addressed to:

Mail Address	Headquarters Military Surface Deployment and Distribution Command ATTN: Transportation Engineering Agency (SDTE-SA) 1 Soldier Way Scott AFB, IL 62225-5006
Telephone	DSN – 770-5741 or 770-5247 Commercial - (618) 220-5741 or (618) 220-5247
FAX	DSN - 770-5551 Commercial - (618) 220-5551

Inquiries about State rail maps or the rail database should be addressed to:

Mail Address	Federal Railroad Administration ATTN: RPD-20 1200 New Jersey Ave. SE Stop 15 Washington, DC 20590
Telephone	Commercial: (202) 493-6415

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

II. PURPOSE AND METHODOLOGY

PURPOSE

This publication designates civil rail lines that form the Strategic Rail Corridor Network (STRACNET) and connector lines between STRACNET and installations and activities requiring rail service². It updates the civil rail lines designated to satisfy defense requirements and confirms that these lines meet minimum defense readiness conditions. STRACNET and connector lines are the civil railroad lines most important to national defense. However, STRACNET is not a routing guide, and actual shipments may not necessarily travel over STRACNET lines. Rail lines that are not designated as STRACNET or connector lines are also beneficial to national defense if they have adequate clearance and could be used as a detour route if a service interruption occurred on STRACNET. This publication also presents the current list of DoD installations and activities requiring rail service to accomplish their assigned mission. This list forms the foundation for the update of civil rail lines important to national defense.

METHODOLOGY

The Military Surface Deployment and Distribution Command Transportation Engineering Agency (SDDCTEA) and the Federal Railroad Administration (FRA) jointly reviewed the lines for the STRACNET and connectors between STRACNET and defense installations and activities requiring rail service. Based on SDDCTEA's request, the Department of Defense (DoD) Components (Army, Navy, Air Force, Marine Corps, Defense Contract Management Agency and Defense Logistics Agency) updated the list of military installations and activities requiring rail service. SDDCTEA screened the final list for DoD.

Traffic density is a good indicator of rail line viability. The rail lines³ designated as STRACNET have moderate to high traffic density, and no fluctuation in traffic density since 2013 was so significant that it suggested a change in STRACNET line designation.

The analysis also included a review to ensure that the designated lines meet defense readiness requirements for maintenance condition, clearance for oversize shipments, and weight-bearing capacity. The FRA continuously monitors carrier's safety maintenance inspection compliance so as to generally achieve coverage of most of STRACNET and defense connector lines every 3 years as part of its overall inspection program.

² STRACNET Condition Report, *A Study of Rail Lines Important to National Defense for the Armed Services Committees of Congress*, MTMC, June 1981.

³ Designated defense lines were also identified in MTMC reports *Rail Lines Important to National Defense*, MTMC, July 1983, *Civil Rail Lines Important to National Defense*, MTMC, July 1986, October 1990, and December 1993, and *Strategic Rail Corridor Network (STRACNET) and Defense Connector Lines*, SDDCTEA, December 1998, September 2003, March 2008, and October 2013.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

The DoD clearance profile used to analyze rail line clearances was developed and presented in the MTMC "STRACNET Condition Report," dated June 1981. In successive updates, SDDCTEA has verified that the DoD clearance profile continues to accommodate the vast majority of military equipment.

Finally, the analysis evaluated the weight-bearing capacity of defense lines to support military traffic. The heaviest common military railcar-loading configuration creates a lower axle load than what is required by industry standards for railroad track in North America. Therefore all designated defense lines in the United States meet military needs for moving heavy military cargo.



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

III. INTRODUCTION AND BACKGROUND

During the 1970s, the railroads experienced a period of economic instability. Ten railroads declared bankruptcy and deferred maintenance was commonplace. The DoD experienced excessive shipping times, and concern increased over the civil railroad industry's capability to support a defense emergency. Therefore, in June 1975, the Deputy Secretary of Defense directed the Commander, MTMC to establish and develop the Railroads for National Defense (RND) Program in coordination with the Department of Transportation's (DOT) FRA.⁴

The purpose of the RND Program is to identify defense rail requirements; assure consideration for national defense in civil railroad policy, plans, standards, and programs; and gain support and responsiveness for defense rail line requirements.

MTMC initiated the RND Program with the development of STRACNET in 1976.⁵ STRACNET is a 33,000-mile interconnected network of rail corridors (not actual rail lines) important to national defense (Figure 1). It was developed from analyses of mobilization/deployment needs, peacetime traffic, and combat tank shipments as an indicator of oversize/overweight movements. FRA designated a main line to satisfy each STRACNET corridor.⁶

In 1977, a list of DoD installations and activities requiring rail service was published⁷. The list has been updated in the STRACNET reports since then. Overall, fewer installations require rail service today than in 1977. In some instances STRACNET corridors are no longer required. For example, the rail corridor to downtown Boston was originally part of STRACNET; it was removed from STRACNET in this update because military shipments to northern New England usually follow the circumferential rail route around Boston. The STRACNET designation was also removed from the rail corridor to downtown San Francisco. Portions of both these corridors provide access to specific military installations, and those portions are now designated as defense connector lines. Overall, changes to the original STRACNET have been minimal. It continues to be important to ensure that the rail network infrastructure is robust and capable of moving a large force in a rapid fashion for contingency deployments.

⁴ Letter, Deputy Secretary of Defense to the Secretary of Transportation, 25 June 1975.

⁵ Report, RND 76-1, *An Analysis of a Strategic Rail Corridor Network (STRACNET) for National Defense*, MTMC, November 1976.

⁶ *Final Standards, Classification, and Designation of lines of Class I Railroads in the United States*, Secretary of Transportation's report to Congress, dated 30 June 1977, submitted in accordance with Section 503(e) of the "Railroad Revitalization and Regulatory Reform Act of 1976" (Public Law 94-210).

⁷ *List of Department of Defense Installations and Activities Requiring Rail Service*, MTMC, 1977.

Designated defense lines were also identified in MTMC reports *Rail Lines Important to National Defense*, MTMC, July 1983, *Civil Rail Lines Important to National Defense*, MTMC, July 1986, October 1990, and December 1993, and *Strategic Rail Corridor Network (STRACNET) and Defense Connector Lines*, SDDCTEA, December 1998, September 2003, March 2008, and October 2013.

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

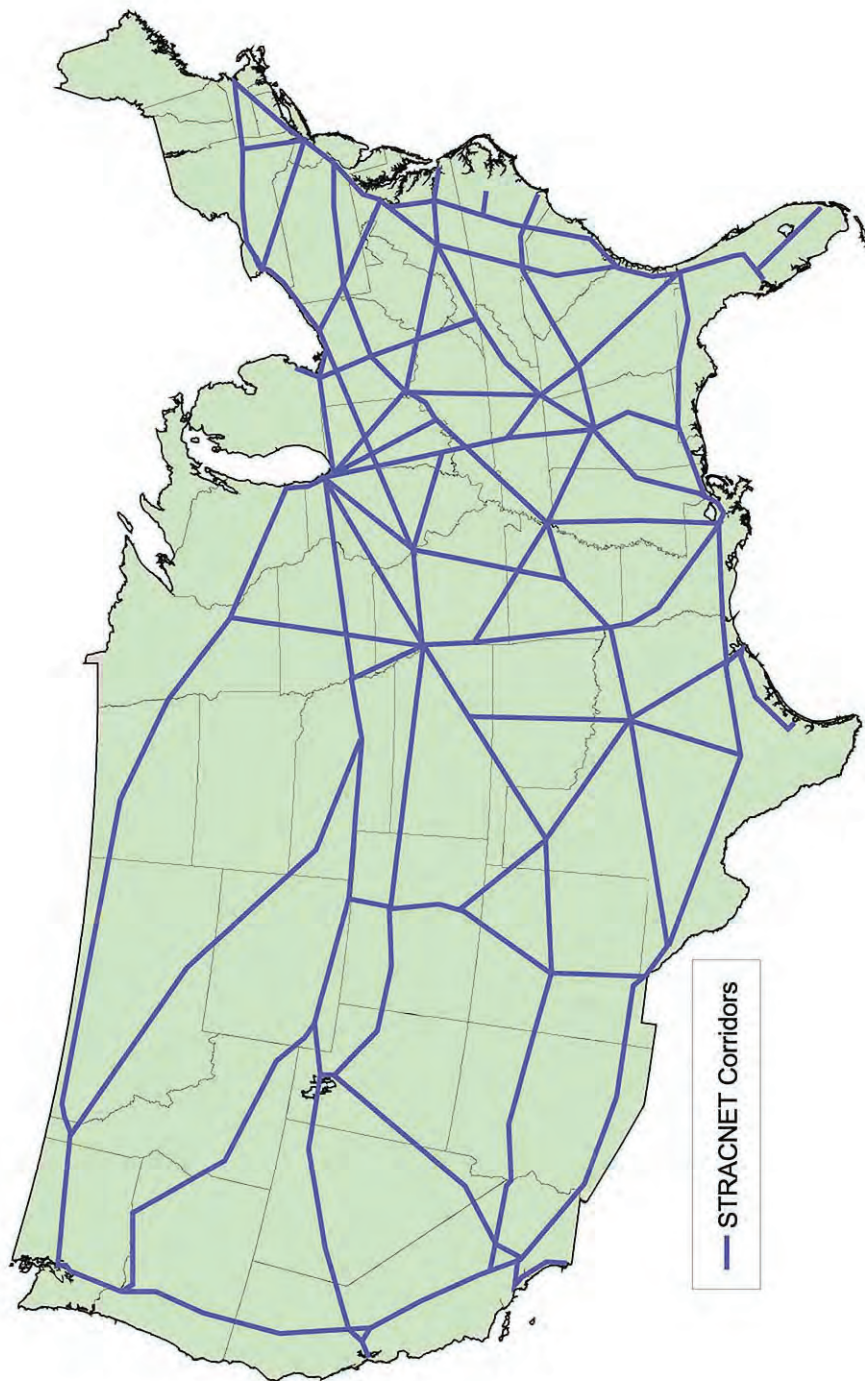


Figure 1. Strategic Rail Corridor Network (STRACNET)

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

SDDC developed a DoD clearance profile to reflect rail line clearance needs for oversized equipment. The DoD profile has been used by SDDC to analyze rail line clearances and validate the clearance of lines designated for national defense.

By congressional mandate, the condition of defense lines was reported in the STRACNET Condition Report (1981). Connector lines from STRACNET to defense installations and activities requiring rail service were identified. The maintenance condition of defense lines was found to be satisfactory. The report also found that defense shipments are not restricted to designated lines, because of clearance requirements, and in most cases can move by alternate routes. Thus rail lines in addition to STRACNET and the connector lines are beneficial to national defense.

In 1982, the DOT's FRA and MTMC agreed to perform periodic reviews of rail lines important to national defense.⁸ Such reviews resulted in the publications: *Rail Lines Important to National Defense*, 1983, *Civil Rail Lines Important to National Defense*, 1986, 1990, and 1993 and *Strategic Rail Corridor Network (STRACNET) and Defense Connector Lines*, 1998, 2003, 2008, and 2013. Since 1993 the STRACNET has been updated on a 5-year cycle.

This 2018 report updates the designation of STRACNET and connector lines which are the railroad lines most important to national defense. STRACNET allows defense and civil rail planning to be more easily coordinated. STRACNET also allows for prioritization of restoration of rail service in the event of any emergency that causes large-scale loss of rail lines. By using high-density lines to satisfy most of STRACNET, the risk of a civil rail line abandonment affecting national defense is minimized. The RND Program focuses most of its efforts on protecting STRACNET and connector lines from being abandoned, downgraded, or having their ability to handle oversize loads impeded.

This report is not intended to be a routing guide for traffic managers. Rail carriers will route traffic using many different parameters relative to profit, distance, clearance, and time. In many instances defense rail shipments will move on other rail lines not designated as part of STRACNET.

The capability of rail carriers to perform this type of routing is enabled by the built-in redundancy of rail lines which form a very robust network. During times of floods, hurricanes, attacks, or earthquakes redundant capability is very useful, but over time it can be very expensive.

The railroad industry must operate enough track to move traffic efficiently but not so much that the revenue generated is inadequate to support good maintenance. In the past, too many miles of track were being maintained with too few revenue dollars. This situation resulted in several railroad bankruptcies and many miles of deteriorated railroad track. Deregulation of the railroad industry in 1980 enabled the railroads to more easily abandon unprofitable lines. Railroad mergers

⁸ Letters, Cdr, MTMC, to Federal Railroad Administrator, 2 April 1982, and Mr. James C. Rooney, Associate Administrator for Policy to the Special Assistant for Transportation Engineering, MTMC, 5 October 1982.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

sometimes resulted in most traffic on a corridor being concentrated on a single line, with parallel lines either being abandoned or downgraded to serve only local traffic. These reductions in trackage permitted the railroads to focus their maintenance dollars where they were needed most, with the result that most track is now well-maintained.

With improved efficiencies from mergers and a greater demand for intermodal service, carriers have now seen a dramatic increase in traffic levels. In some instances carriers have placed abandoned lines back into service or upgraded previously downgraded routes to respond to these increases in traffic. Today, the trend is toward increasing capacity on principal rail lines; however, in some cases traffic has increased more than capacity resulting in rail congestion. The rail industry understands if network improvements will help transport more cargo, line upgrades may be a worthwhile investment. Civil-sector (commercial and non-defense governmental) public-private partnerships and favorable tax consideration and/or grants for railroad infrastructure investments may help to further improve railroad infrastructure and capacity.

The RND Program monitors the rail network for abandonments affecting STRACNET or connectors and track improvements to downgraded or abandoned lines. These improvements provide for a robust rail network that earns the capital required to provide good maintenance and support to national defense.



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

IV. ANALYSIS

1. DESIGNATION OF DEFENSE RAIL LINES

Traffic volume is a good indicator of rail line viability. Higher traffic densities also correlate well with good maintenance conditions. If traffic volumes have changed within defense rail corridors, civil rail lines with higher densities may exist that could replace lines previously designated for those corridors. Therefore, SDDCTEA and the FRA conducted a review and analysis of defense rail corridors based on updated traffic densities.

The FRA obtained the latest available (2016) traffic densities from Class 1 rail carriers. Those lines that had a significant decrease in traffic density, particularly those which, on an annual basis, had dropped below 10 million gross tons (MGT) since the last DoD-FRA analysis (2013), were reviewed by FRA to determine if there were more desirable routes available with higher traffic density. In this update, no STRACNET line had experienced a significant enough traffic decline to warrant substitution by a different route. SDDCTEA and FRA agreed upon the final designation of STRACNET lines (33,000 miles) and connector lines (4,700 miles), which are shown in Figure 2 and identified in detail on the State maps in Appendix A. Military installations and activities requiring rail service are listed in Appendix B. FRA continuously updates the North American Rail Network (NARN) database with rail line abandonments, carrier changes, and other data. SDDCTEA used the FRA NARN database to produce a map of each State.⁹



⁹ No map is included for Hawaii since it has no freight railroads.

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

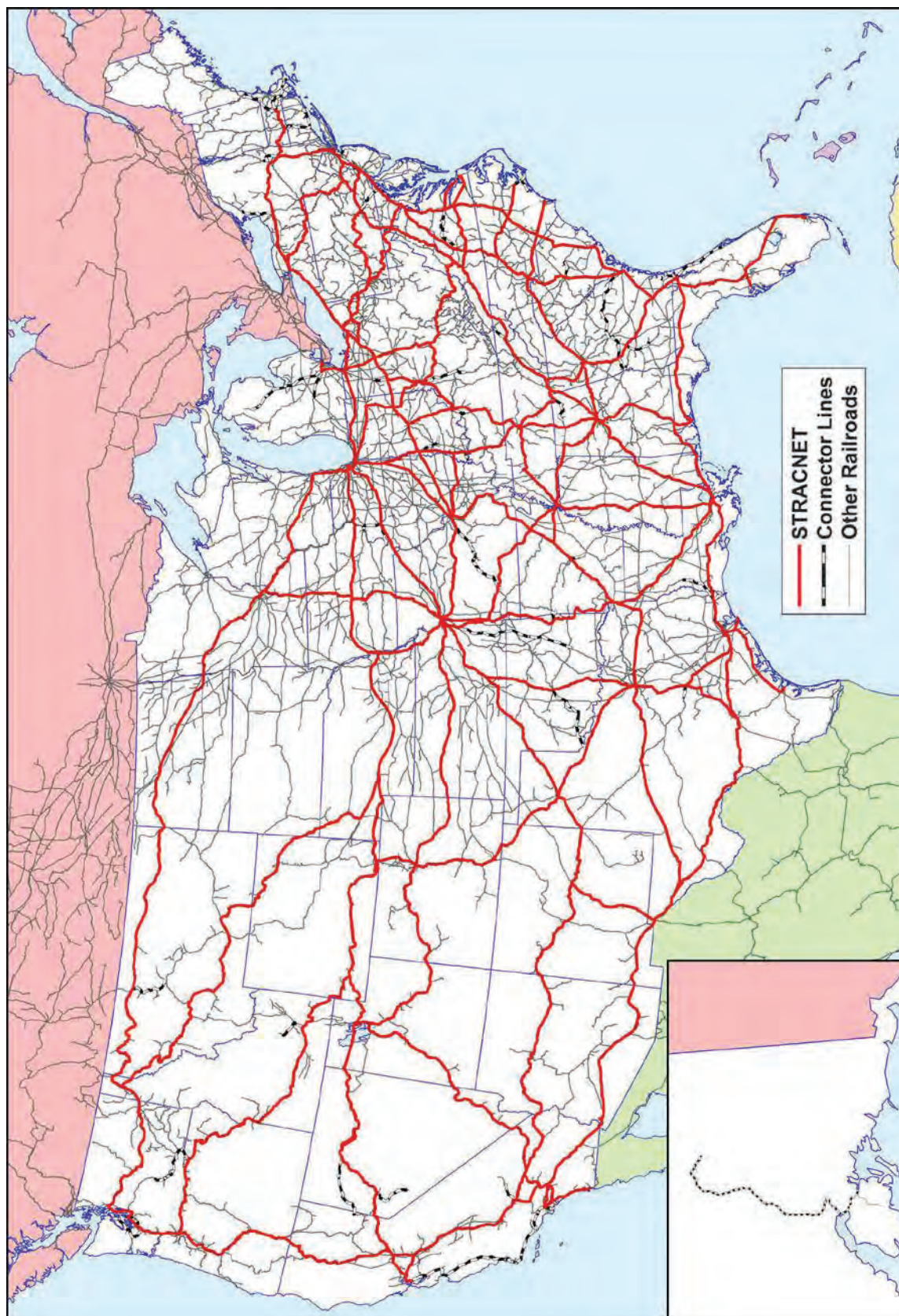


Figure 2. Civil Rail Lines Most Important to National Defense

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

2. MAINTENANCE CONDITION AND OPERATING SPEED

Maintenance condition of STRACNET is very important to national defense. The allowable operating speed limit over a rail line is directly related to the maintenance condition of the line; that is, the higher the FRA track safety-maintenance classification then the higher the allowable operating speed.¹⁰ Defense planners use an average speed of 22 miles per hour¹¹ to calculate travel times for military equipment transported by unit trains. Allowing for expected delays, speeds of 40 miles per hour for most of the journey are desirable to assure an average speed of at least 22 miles per hour.

Table 1 shows measures of civil rail line defense readiness condition. Lower speeds are more acceptable on connector lines than on STRACNET lines because the former lines are usually used for only a small portion of the total trip length. Also, many railroads maintain their main lines and operate their trains at higher standards and speeds than shown in Table 1. High maintenance standards result in increased reliability and safety.

The FRA monitors carrier's inspection compliance so as to achieve periodic coverage of all STRACNET and connector rail lines. SDDCTEA's review of the FRA track inspection results indicates broad compliance with the measures of acceptable defense readiness conditions.

The railroads have significantly increased capital expenditures on the Nation's railroad track and structures since the mid-1970s. These expenditures, combined with the 1980 passage of the Staggers Act, which partially deregulated the railroad industry, resulted in track conditions improving significantly. The decrease in track-related accidents is impressive. FRA data show that there were over 4,000 accidents attributable to track defects each year in 1977, 1978, and 1979. This has declined to less than 1,000 accidents attributable to track defects per year since 2008. The decline in track-related accidents is another indicator confirming defense readiness conditions.

The FRA inspection of designated defense rail lines reveals that, at the time of FRA's inspection, overall the carriers maintained their lines in defense readiness condition.

TABLE 1
MEASURES OF CIVIL RAIL LINE DEFENSE READINESS CONDITION

	Acceptable	Desirable
STRACNET		
FRA Track Class	2	≥ 3
Freight Train Speed (Maximum)	25 mph	≥ 40 mph
CONNECTORS		
FRA Track Class	1	≥ 2
Freight Train Speed (Maximum)	10 mph	≥ 25 mph

¹⁰ Federal Railroad Administration Track Safety Standards, 49 CFR 213.9, *Class of Track: Operating speed limits*.

¹¹ SDDCTEA Pamphlet 700-2, *Logistics Handbook for Strategic Mobility Planning*, October 2011, page 33.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

3. LOW TRAFFIC DENSITY CONNECTOR LINES

Low traffic density branchline connectors are those where the total civil and defense rail traffic is less than 3 MGT per year. Low-density lines are likely to have lower speed limits and maintenance levels than high-density lines, as well as being at a greater potential risk of abandonment. The Services, the Defense Contract Management Agency (DCMA), and the Defense Logistics Agency (DLA) have identified 126 installations and activities that require rail service to complete their assigned mission (Appendix B). Of the 126 installations and activities requiring rail service, 40 are on STRACNET main lines, 39 are on connectors with traffic densities greater than or equal to 3 MGT per year, and 47 are on low traffic density branch lines (Table 2). The 47 installations and activities served by these low traffic density branch lines are identified by Service in Appendix C.

In a few cases a low-density line has little risk of abandonment because it sees passenger trains as well as freight trains. For example, passenger trains between Chicago and Los Angeles operate via the Army's Piñon Canyon Maneuver Site (PCMS) over a STRACNET connector line that sees very little freight traffic. As long as these passenger trains operate on their current route, the rail route to PCMS will be very well-maintained and not likely at risk of abandonment.

TABLE 2
DOD INSTALLATIONS AND ACTIVITIES REQUIRING RAIL SERVICE

Served by:	Army	Navy	Marines	Air Force	DCMA	DLA	Total
STRACNET	30	1	4	3	0	2	40
CONNECTORS							
Traffic Volumes Greater than or Equal to 3 MGT/YR*	31	4	0	2	1	1	39
Less than 3 MGT/YR	23	14	4	5	1	0	47
TOTAL	84	19	8	10	2	3	126
*MGT/YR – Million gross tons per year							



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

4. CLEARANCES

Rail line clearances can be critical for transporting military cargo; military equipment can overhang railcars and extend past the standard width of 10 feet 8 inches set by the Association of American Railroads (AAR) Plate C. Trackside obstructions and structural limitations (for example, bridges (Figure 3), tunnels, high-level station platforms) determine the size of shipments that can be moved. The STRACNET Condition Report, June 1981, explained how MTMC developed the DoD clearance profile (Figure 4) to analyze rail line clearances and determined that almost all STRACNET lines passed the profile.

In some cases, published clearance information¹² indicates that a STRACNET line meets the DoD profile requirements. In other cases, the commercial railroads indicated that the DoD profile would clear a line, subject to special handling, even though the DoD profile exceeded the published clearances for the route. In addition, several commercial railroads have expanded clearances on their routes since 1981.



Figure 3. Plate Girder Bridge

¹² Railway Line Clearances, Volume 202, 1992/93 Annual Issue, K-III Information Company, New York, NY; and The Official Railway Guide - Fourth Quarter 2017, JOC Group Inc., New York, NY

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

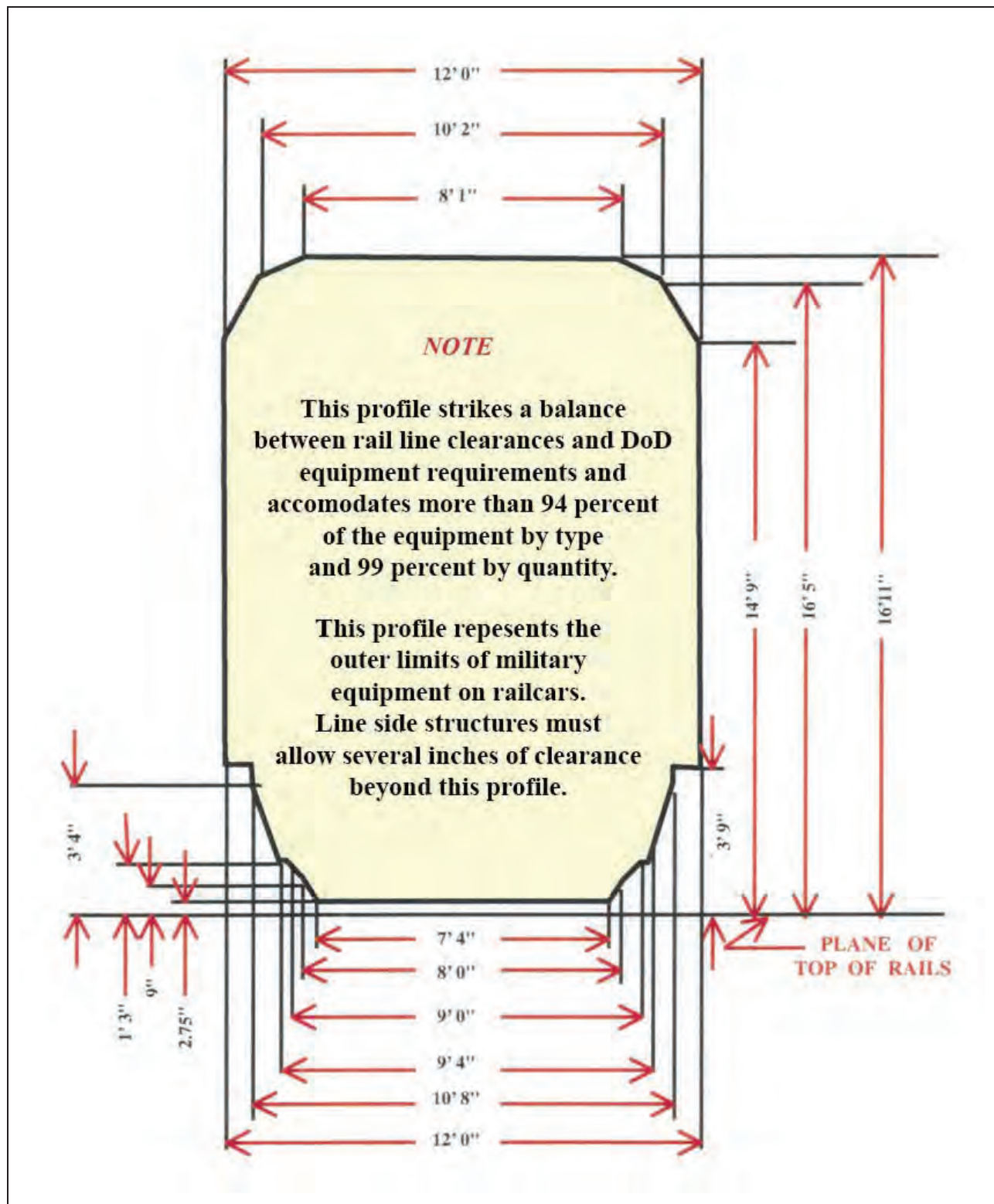


Figure 4. Clearance Profile – Department of Defense

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

SDDCTEA reviews rail clearances for STRACNET defense lines because clearance dimensions can change. The primary points of contact regarding rail line clearances are railroad clearance engineers and the American Railway Engineering and Maintenance-of-Way Association (AREMA). SDDCTEA works closely with them to ensure that defense lines can accommodate the DoD profile. In general, railroad construction projects will result in improved clearances. If a railroad rebuilds a bridge or tunnel or other substantial structure, it will almost always rebuild it in a way that enhances clearances. The AREMA standards for most new structures require clearances that are substantially more generous than those required by the DoD clearance profile.

High-level platforms in passenger stations are the only type of new construction that is likely to interfere with the DoD profile. High-level platforms can prevent a rail line from being used to deploy M-1 tanks and other key military items as well as various oversize civilian freight shipments. If high-level platforms are installed on STRACNET lines, it is important that they be constructed in such a way that they do not interfere with rapid deployment of military equipment. A well-designed station can have high-level platforms and be compatible with wide military loads. On a multiple-track line, only certain tracks may need to be adjacent to high-level platforms. Freight trains with wide loads can usually pass through these stations on tracks that are not next to the high-level platforms as shown in Figure 5. Another possibility is the construction of gauntlet tracks¹³ by the high level platforms as shown in Figure 6. The rails nearer the platform are used by passenger trains; the farther pair of rails is for freight trains with overwidth loads. Wheelchair lifts (Figure 7) or offset mini high platforms (Figure 8) with bridge plates are options for wheelchair access at stations where construction of high-level platforms is not feasible.

A few stations have had high-level platforms for many years. For instance, some Boston-area suburban station platforms impede overwidth equipment shipment to and from Camp Edwards. To solve this problem, when an occasional oversize shipment is made, the military vehicle is blocked and braced and raised above the railcar deck. This is a labor-intensive and time-consuming process, which works only for occasional shipments. Camp Edwards does not have M-1 tanks and has only a handful of M-88 tank retrievers which are almost as large. Camp Edwards can tolerate difficult tiedown procedures for its very low inventory of oversize equipment, but this procedure would cause difficulties for a lot of shipments at one time. No new facilities should be constructed which would prevent or impede military use of STRACNET or defense connector lines.

¹³ Gauntlet tracks consist of two pairs of running rails that overlap.

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**



Figure 5. Multiple tracks by a passenger station platform.

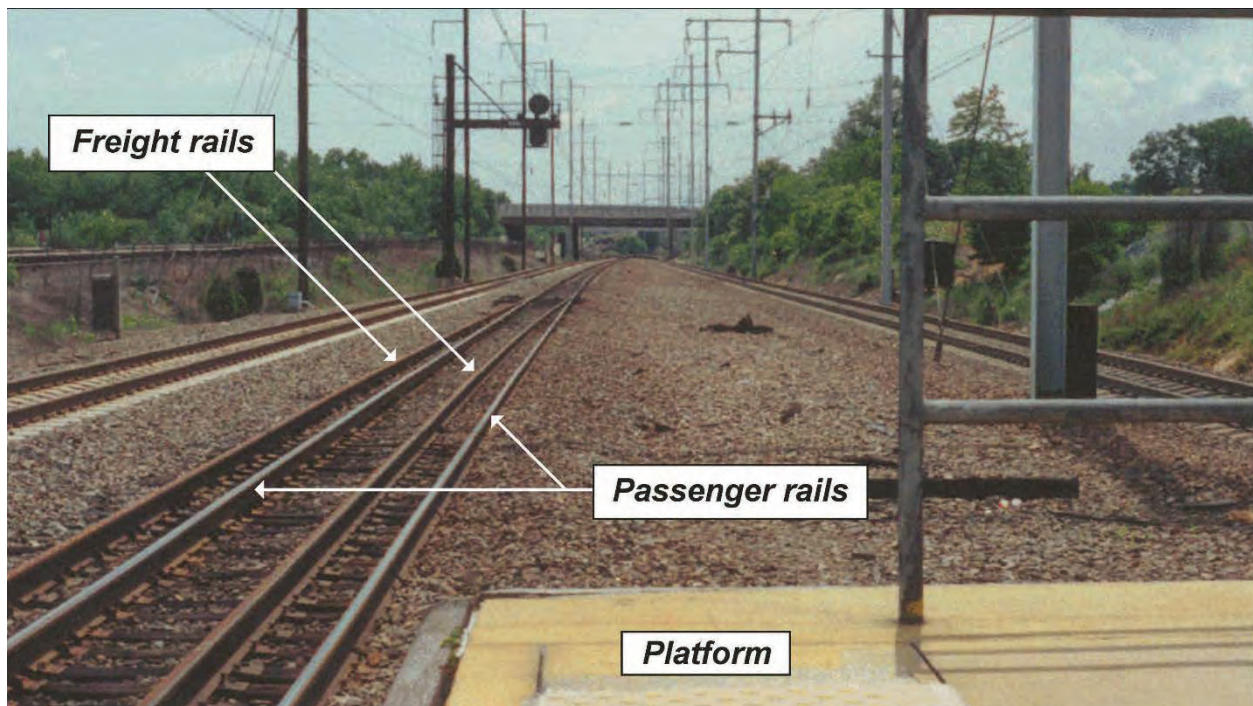


Figure 6. Gauntlet tracks by a high-level platform.

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**



Figure 7. Wheelchair lift.

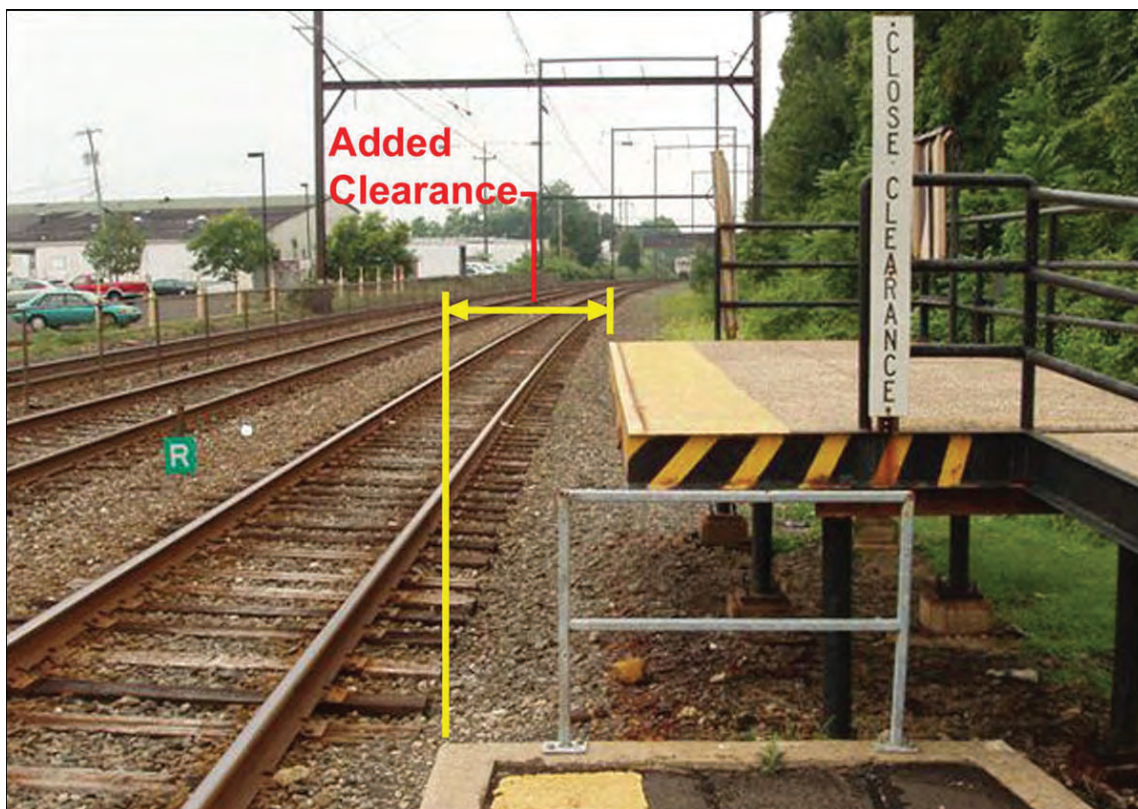


Figure 8. Offset mini high platform.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

5. WEIGHT CAPABILITIES

The STRACNET has the weight bearing capability to transport common military loads in their normal transport configurations. The gross weight limitations of the railroad track and structures are high relative to highways. Individual locomotives can weigh in excess of 400,000 pounds. SDDCTEA analyzed the weight capabilities of defense rail lines and found no deficiencies.

When STRACNET was first developed, the industry standard for gross weight was 263,000 pounds for 4-axle cars or an individual axle load of 65,750 pounds. Theoretically this would allow a freight car with six axles to have a gross weight on rail of 394,500 pounds. The military commonly ships two 70-ton tanks on 6-axle heavy-duty flatcars, which results in a gross weight on rail of less than 375,000 pounds, well within the limits of 263K lines. All STRACNET and connector lines have a capacity of at least 263,000 pounds, and tanks have successfully been moved by rail in America for many years. Transporting two tanks on one heavy-duty flatcar is the greatest weight challenge the military commonly gives to the American rail carriers. Furthermore, today the rail industry standard is that rail lines should be able to support freight cars with a gross weight of up to 286,000 pounds riding on four axles, or an individual axle load of up to 71,500 pounds. While not all rail lines meet this 286K standard, most do and more lines will be upgraded to the 286K standard in the future. This standard provides a substantial cushion above the weights required to transport military items.

All STRACNET and connector lines meet at least the old 263,000 pound standard, and many of them meet the newer 286,000 pound standard. Therefore, the weight limits of America's rail network do not constrain the ability to move heavy pieces of military equipment by rail. As is the case with oversize loads, overweight loads can often be routed on non-STRACNET lines, since virtually no railroad main lines fail to meet at least the 263K weight standard.

The designation of a line as STRACNET is useful for planning but provides no movement authority for a shipment that is oversize and/or overweight. All oversize/overweight shipments must be approved by the clearance departments of all the rail carriers involved in their route prior to movement.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

V. CONCLUSIONS

SDDCTEA and FRA reviewed civil rail lines important to national defense. The State maps in Appendix A identify STRACNET and connector lines. The maps are supplemented by a list of DoD installations and activities requiring rail service in Appendix B.

Almost all designated lines meet defense readiness requirements for maintenance condition, clearance, and gross weight capabilities.

Defense rail lines designated in Appendix A and the installations and activities identified as requiring rail service in Appendix B document defense rail requirements and supersede previous reports.

SDDCTEA will periodically review track inspection data provided by the FRA for defense lines. It is anticipated that future detailed reviews of defense rail requirements will be periodically conducted by SDDCTEA and FRA.



**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
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STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

APPENDIX A

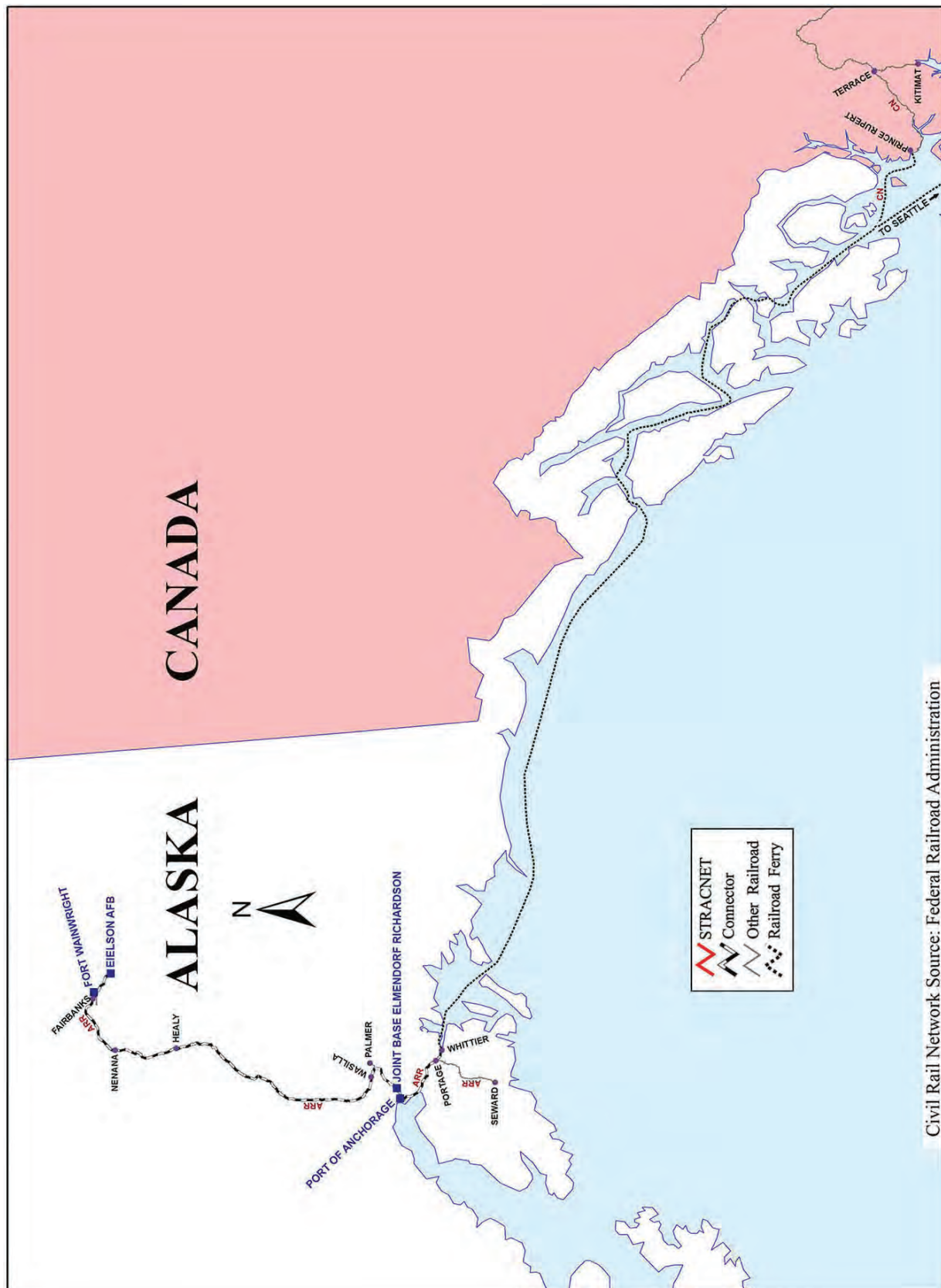
State Maps



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



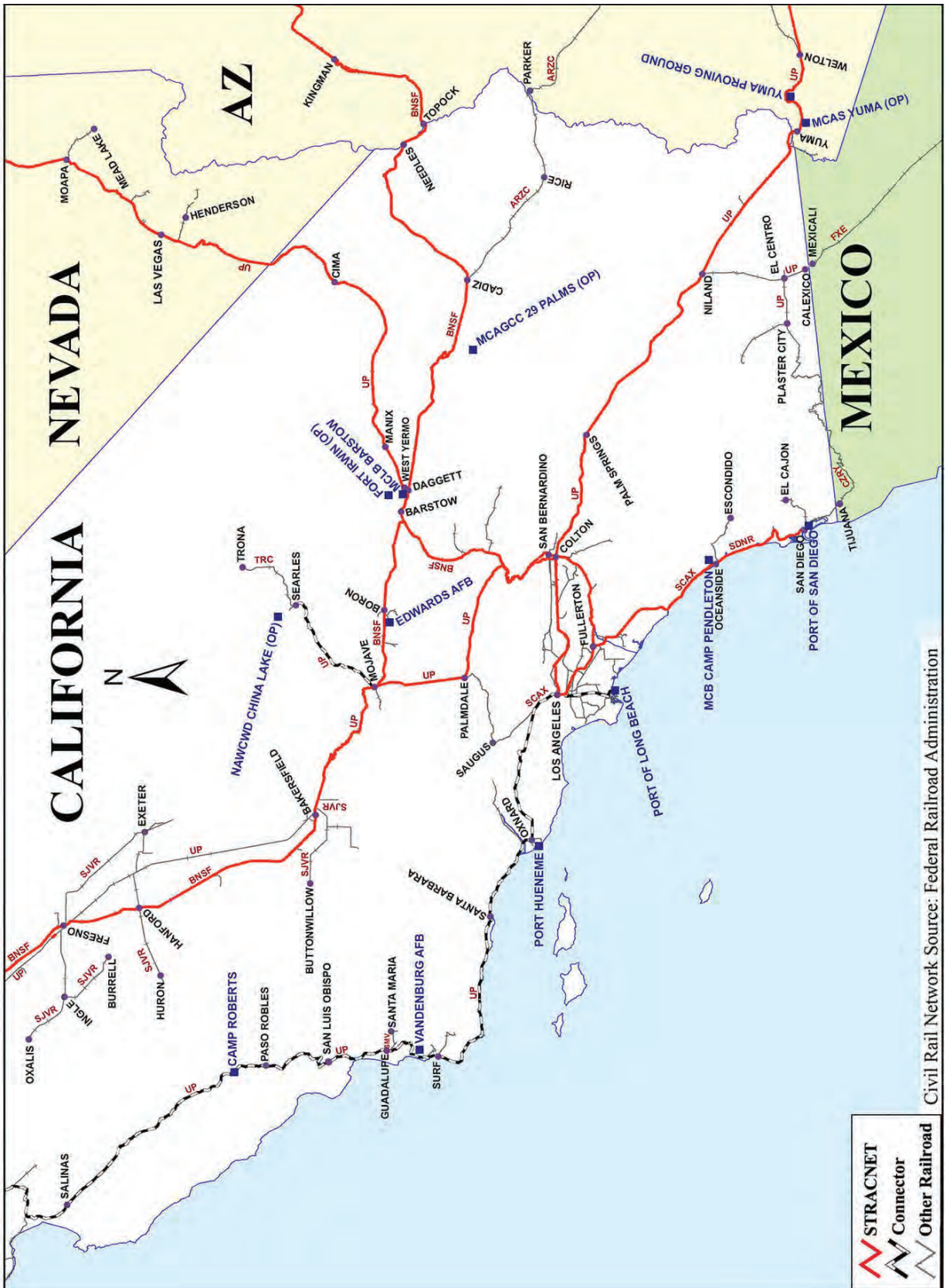
This map illustrates the rail network in the Arkansas region, highlighting major railroads and stations. The map covers parts of Missouri, Arkansas, Tennessee, Mississippi, Louisiana, Texas, and Oklahoma. Key features include:

- Major Railroads:** BNSF, UP, KCS, KRR, and others.
- Key Stations and Locations:** Memphis, Little Rock, Fort Chaffee, and various smaller towns.
- Legend:** STRACNET, Connector, and Other Railroad.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

WYOMING

UTAH

COLORADO

NEW MEXICO

KANSAS

OKLAHOMA

AZ

Legend:

- STRACNET (Red line)
- Connector (Black line)
- Other Railroad (Grey line)

Major Stations and Lines:

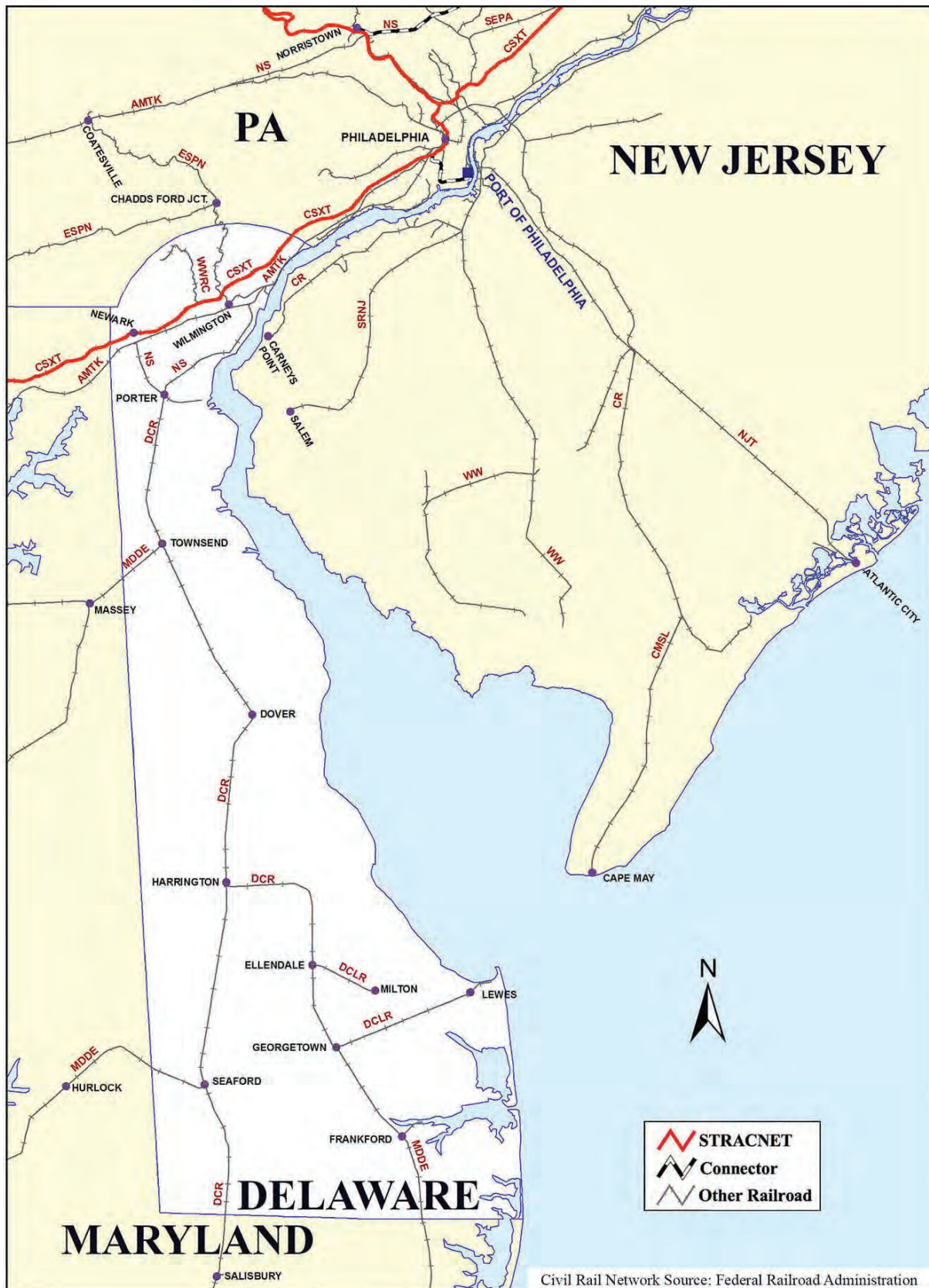
- Denver:** Central hub with connections to Fort Collins, Boulder, and Golden.
- Fort Collins:** Major station on the northern line.
- Boulder:** Station on the western line.
- Golden:** Station on the western line.
- Fort Carson:** Station on the eastern line.
- Colorado Springs:** Station on the eastern line.
- Palmer Lake:** Station on the eastern line.
- Canon City:** Station on the eastern line.
- Pueblo:** Station on the eastern line.
- Trinidad:** Station on the eastern line.
- Alamosa:** Station on the eastern line.
- Monte Vista:** Station on the eastern line.
- Antoniito:** Station on the eastern line.
- La Veta:** Station on the eastern line.
- Walsenburg:** Station on the eastern line.
- Canon City:** Station on the eastern line.
- Bradford:** Station on the eastern line.
- Avondale:** Station on the eastern line.
- N. Junction:** Station on the eastern line.
- Lamar:** Station on the eastern line.
- Las Animas:** Station on the eastern line.
- Springfield:** Station on the eastern line.
- Boise City:** Station on the eastern line.
- Trinchere:** Station on the eastern line.
- Pinon Canyon Maneuver Site:** Station on the eastern line.
- Union Pacific (UP):** Major rail line running north-south through the state.
- BNSF:** Major rail line running east-west through the state.
- Other Railroads:** Various smaller lines and connectors throughout the state.

Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

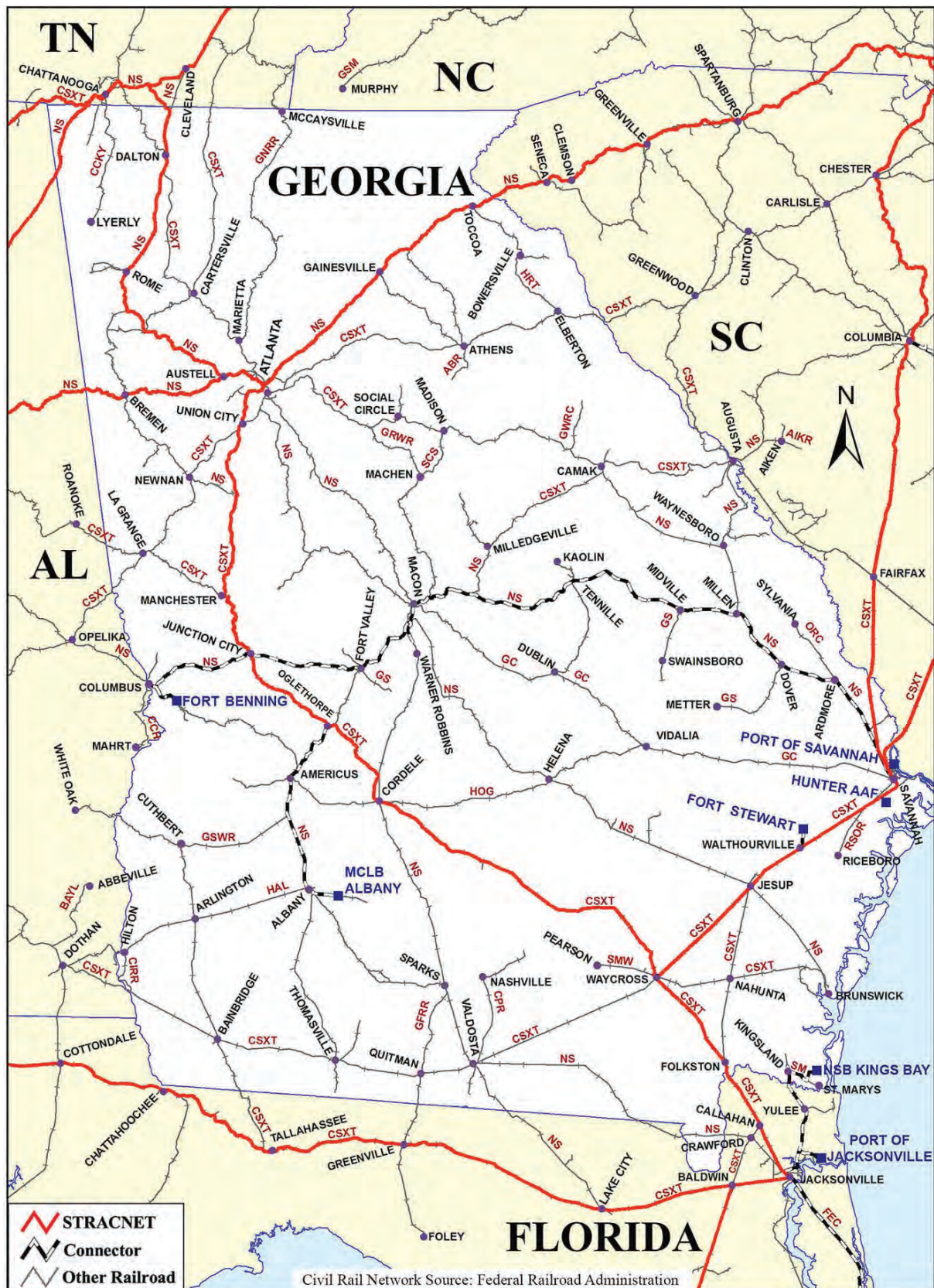


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



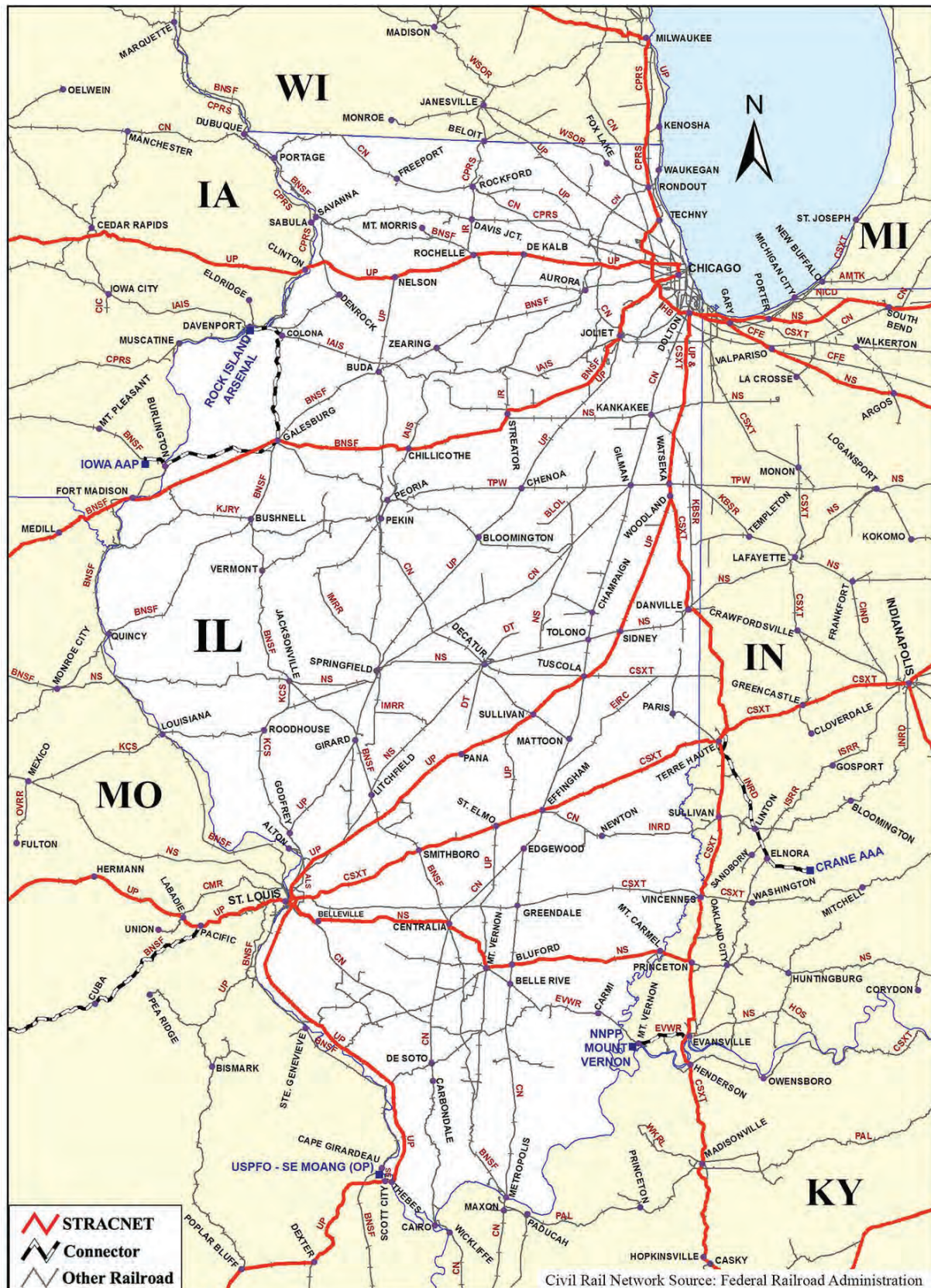
Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



A detailed map of Montana showing its rail network. The map includes the state's borders with Canada to the north, Idaho to the west, and Wyoming to the south. Major cities and towns are marked with dots and labeled. Railroads are shown as lines, with different colors and styles indicating different types of railroads. A legend in the bottom left corner identifies the symbols: a red line for STRACNET, a black line for Connector, and a grey line for Other Railroad. The map also shows the locations of several military bases, including Malmstrom AFB and the Naval Nuclear Laboratory. The state capital, Helena, is marked with a blue square. The map is titled "MONTANA" in large, bold letters in the center.

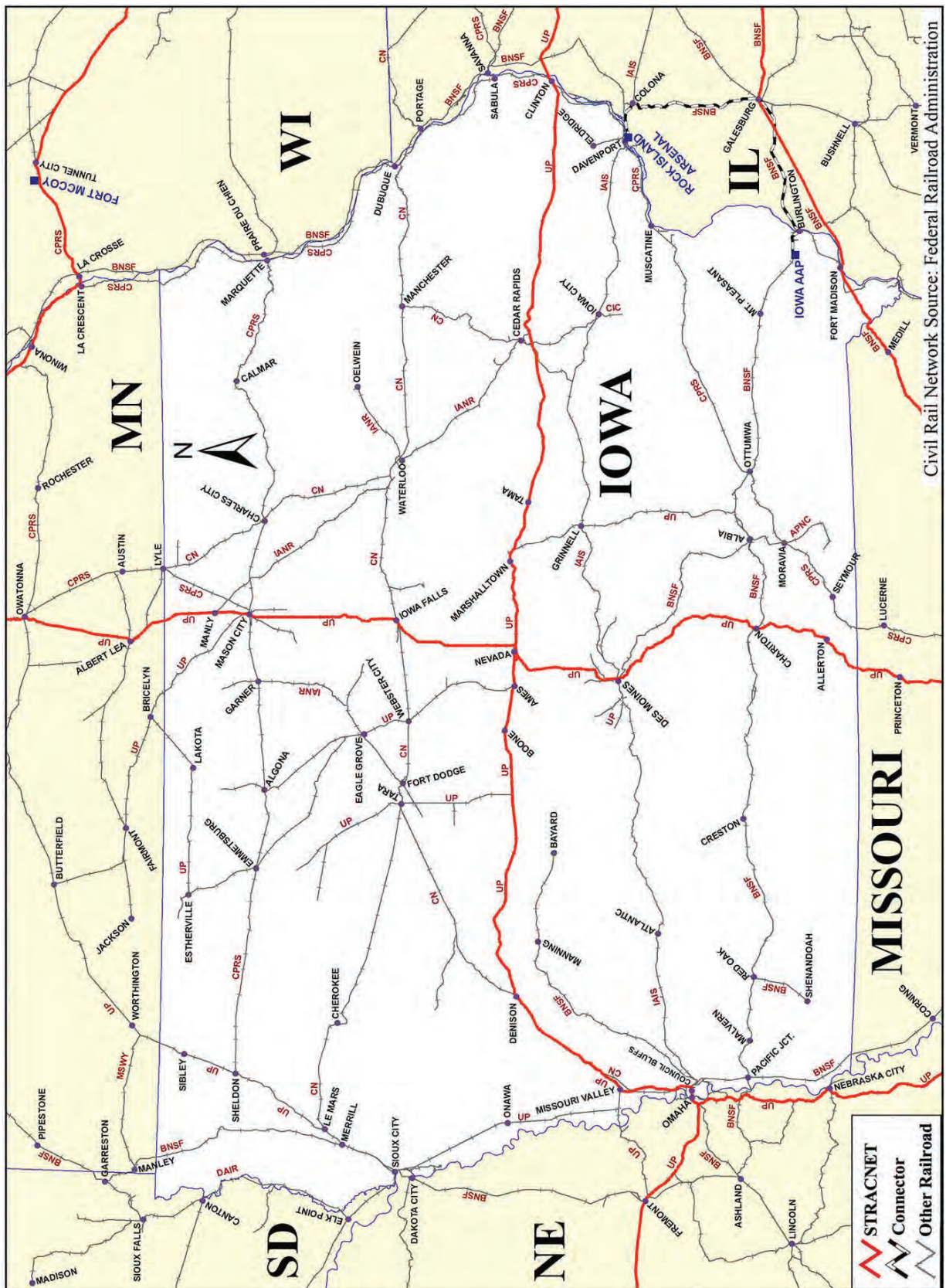
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



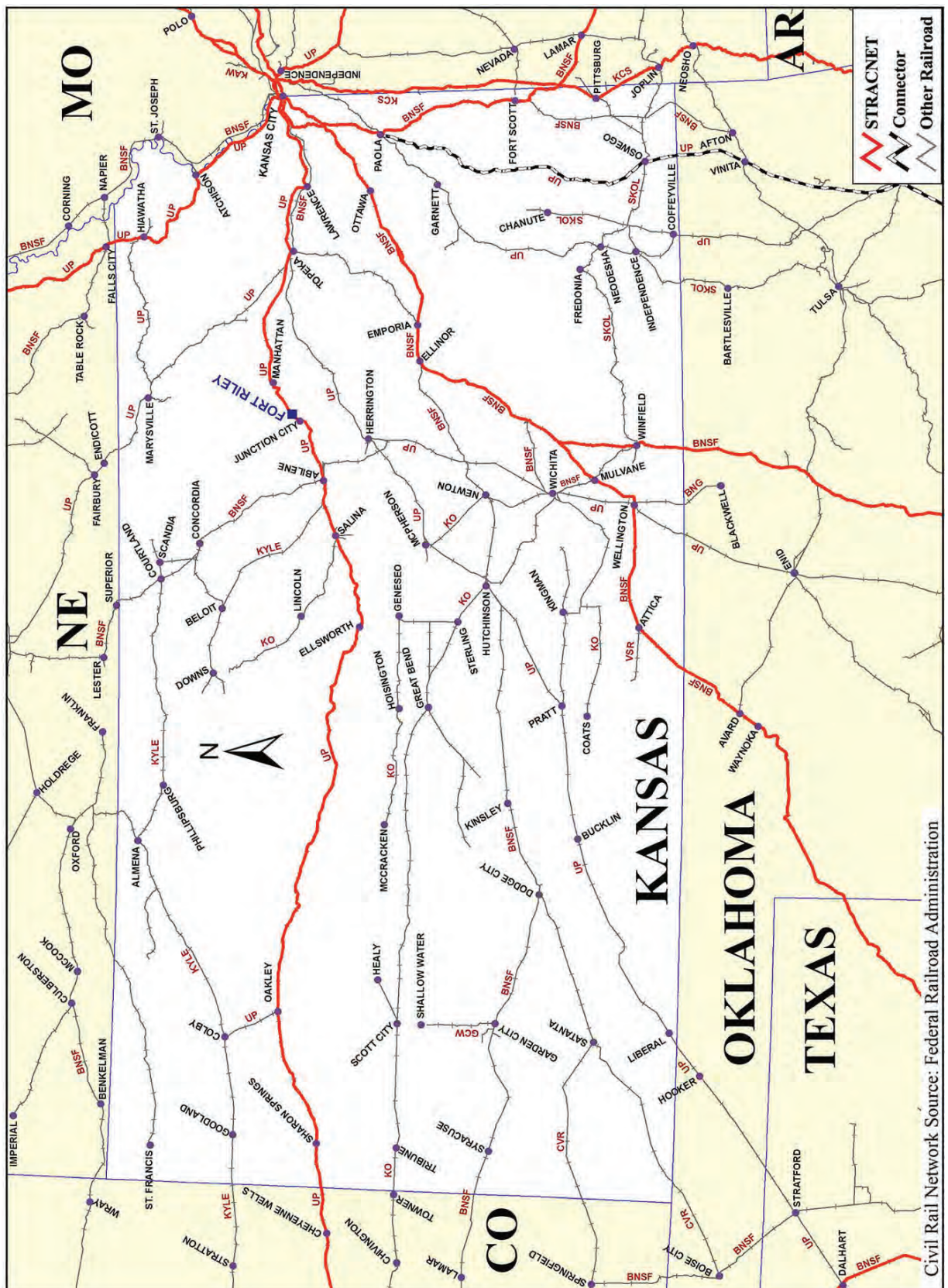
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

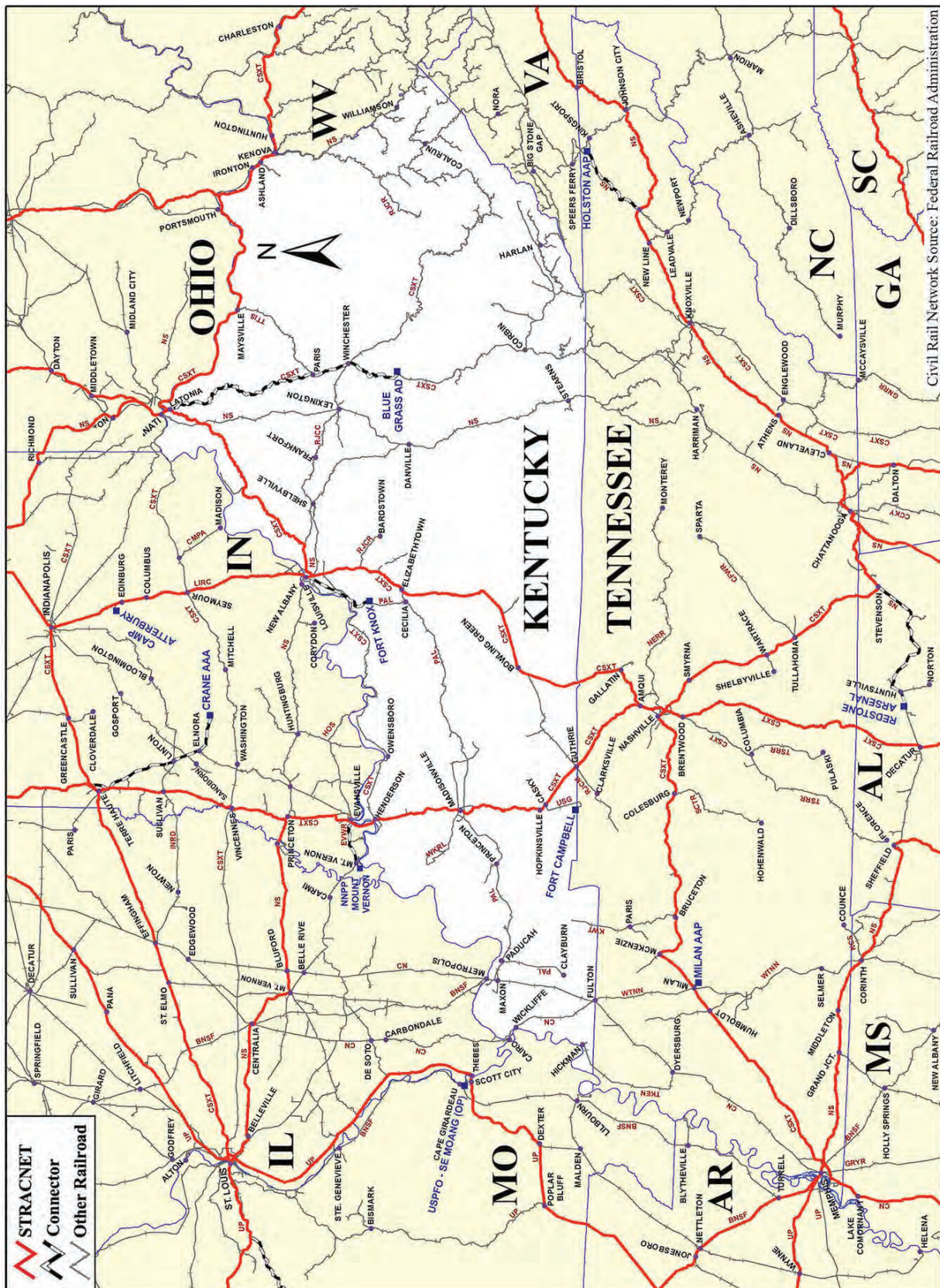


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

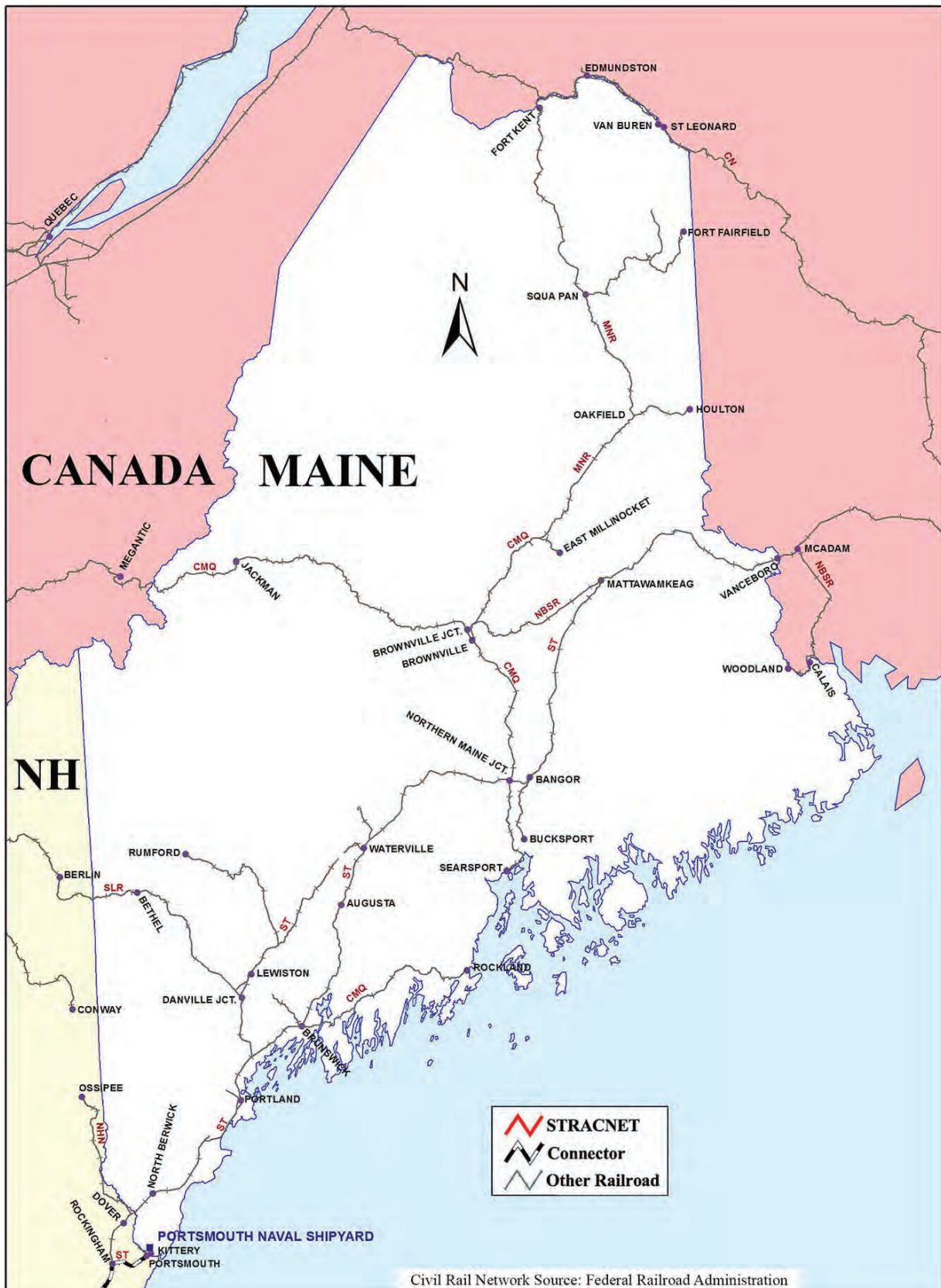


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



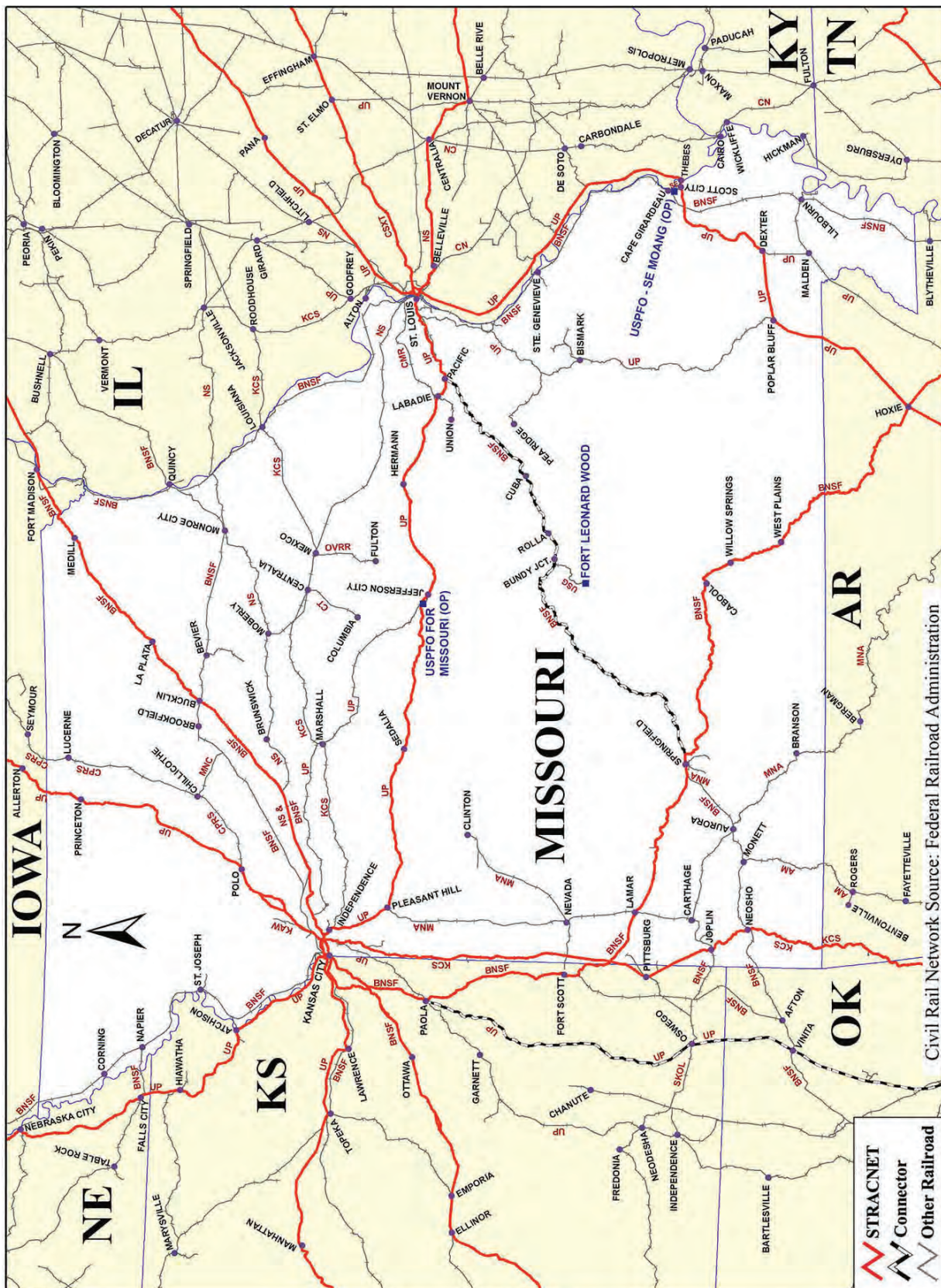
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

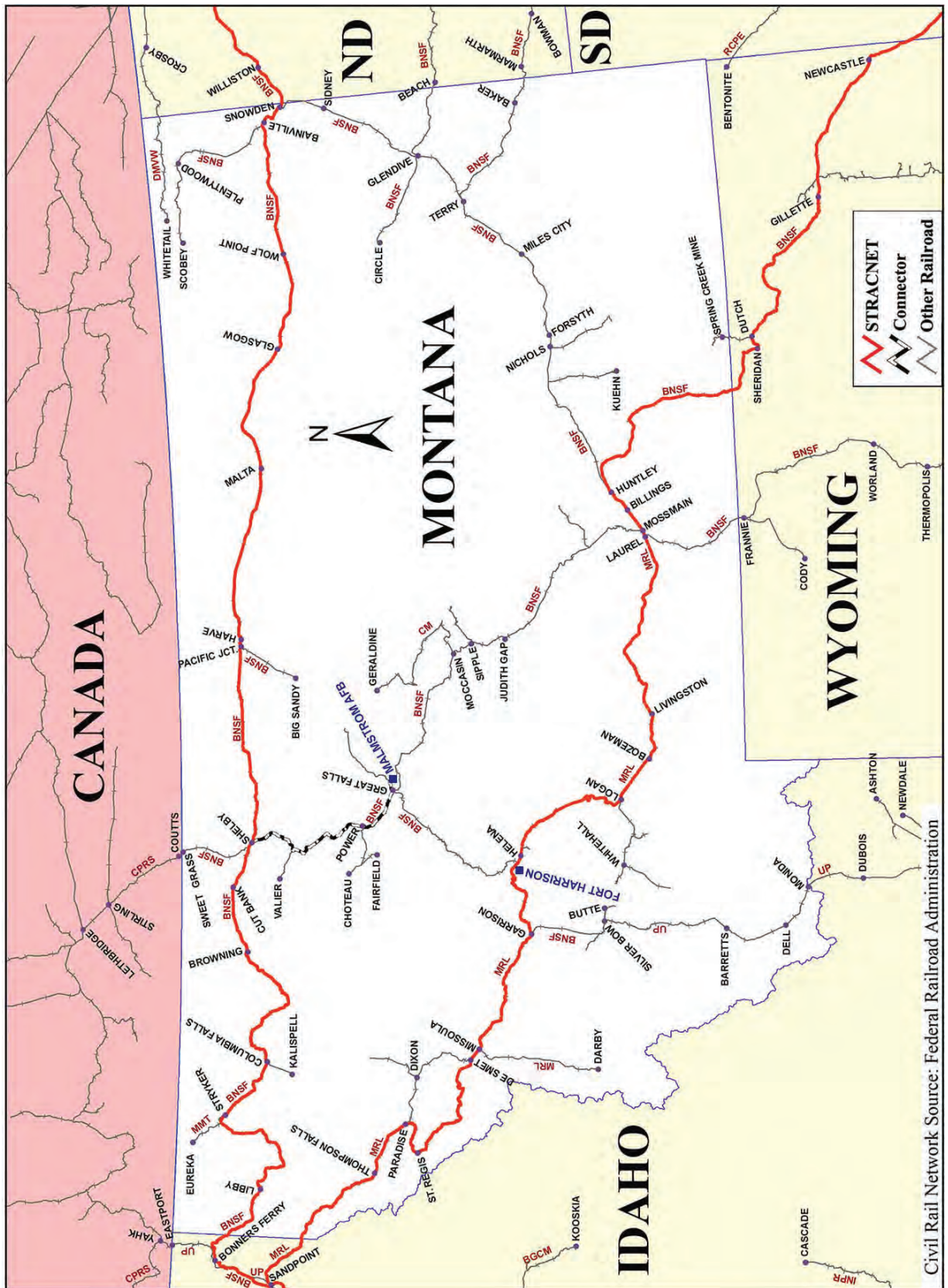


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

STRACNET
Connector
Other Railroad

SOUTH DAKOTA

NEBRASKA

COLORADO

MN **IA** **MO** **KS** **WY**

Civil Rail Network Source: Federal Railroad Administration

OREGON **IDAHO**

NEVADA

UT

CALIFORNIA

AZ

Legend:

- STRACNET
- Connector
- Other Railroad

Stations and Locations: LAKEVIEW, HERLONG, SIERRA ARMY DEPOT, RENO JCT, RENO, FLANIGAN, GERLACH, WINNEMUCCA, CARLIN, ELKO, WELLS, COBRE, LUCIN, SHAFER, MENDOCER, HAZEN, FALLON, WABUSKA, HAWTHORNE ARMY DEPOT, CALIENTE, MOAPA, MEAD LAKE, LAS VEGAS, HENDERSON, KINGMAN, NEEDLES, TOPOCK, CIMA, MANIX, FORT IRWIN (OP), MCLB BARSTOW, BARSTOW, BORON, EDWARDS AFB, MOJAVE, SEARLES, TRONA, BAKERSFIELD, HANFORD, FRESNO, EXETER, SIVR, BNSF, UP, USG.

Civil Rail Network Source: Federal Railroad Administration

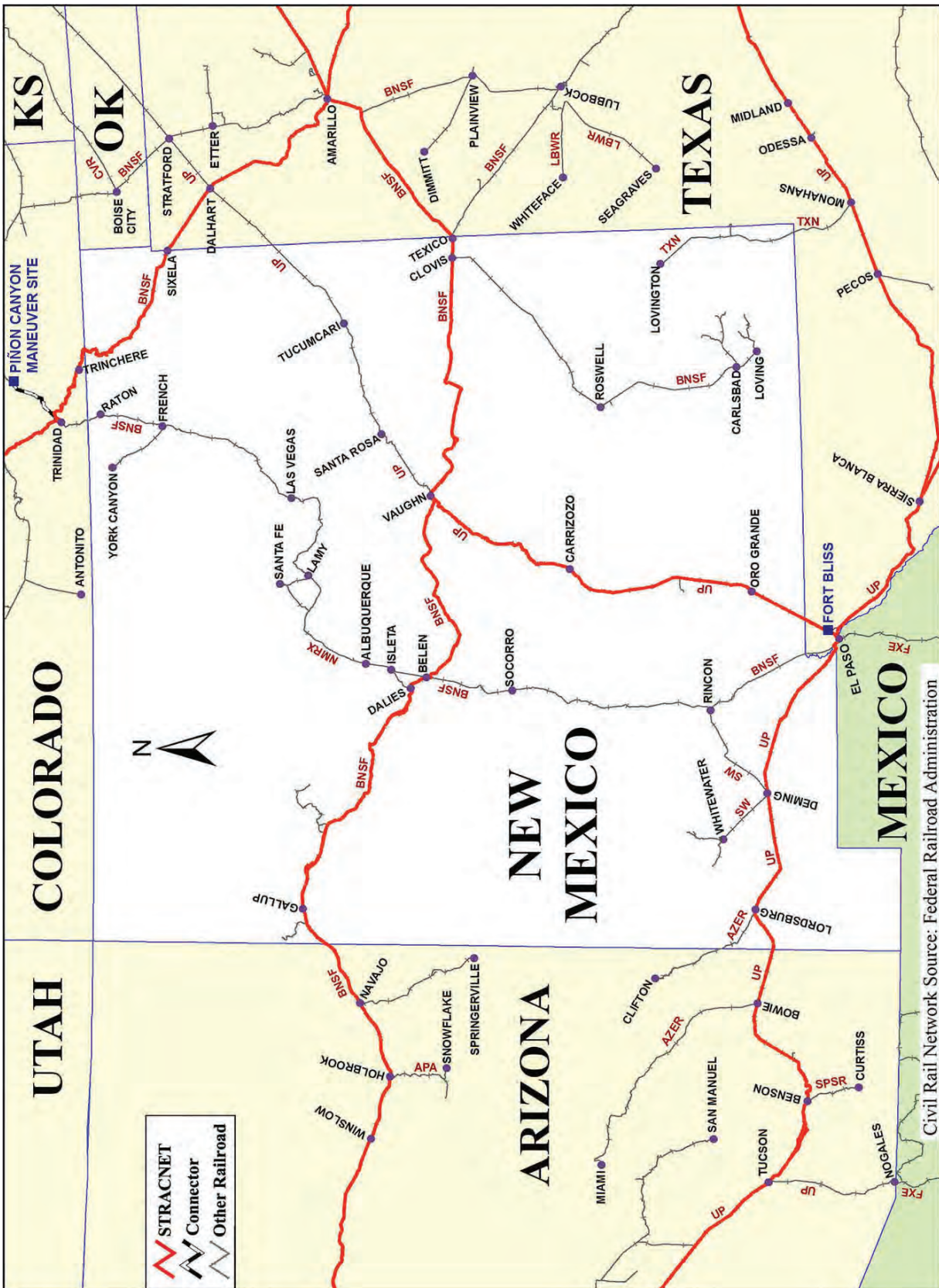
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



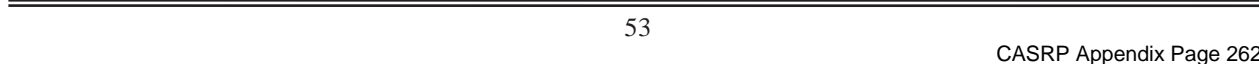
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

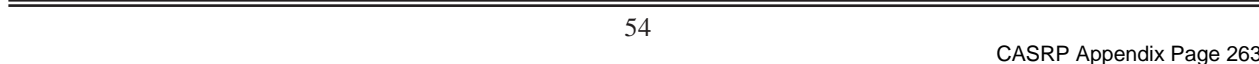


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

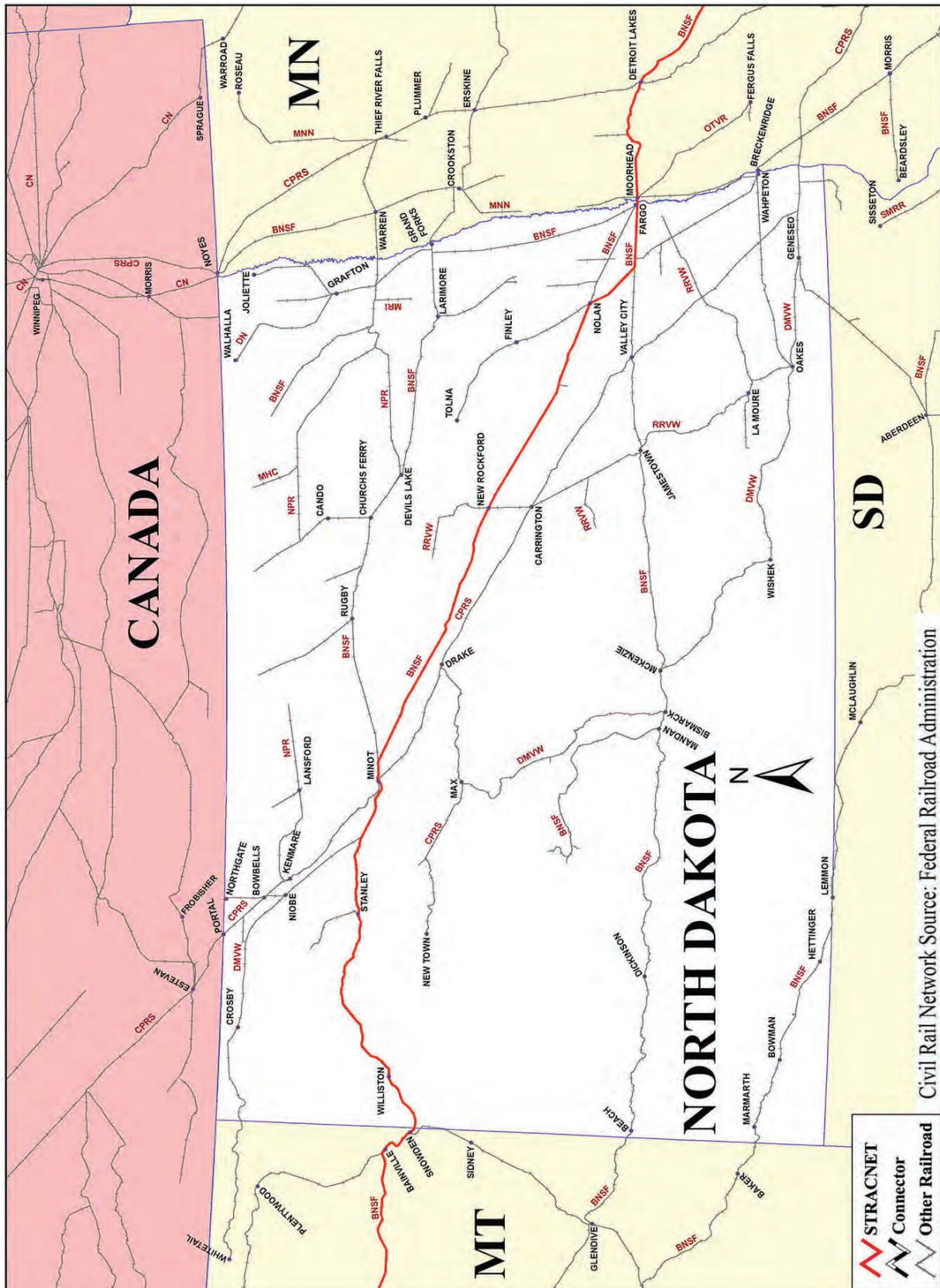


Civil Rail Network Source: Federal Railroad Administration





STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



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[illegible]

The map displays the rail network across the Pacific Northwest, covering parts of Washington (WA), Oregon (OREGON), Idaho (IDAHO), Nevada (NEVADA), and California (CA). Major cities and rail lines are labeled. A legend in the top right corner identifies the symbols for STRACNET, Connector, and Other Railroad.

Legend:

- STRACNET (Red line)
- Connector (Black line)
- Other Railroad (Grey line)

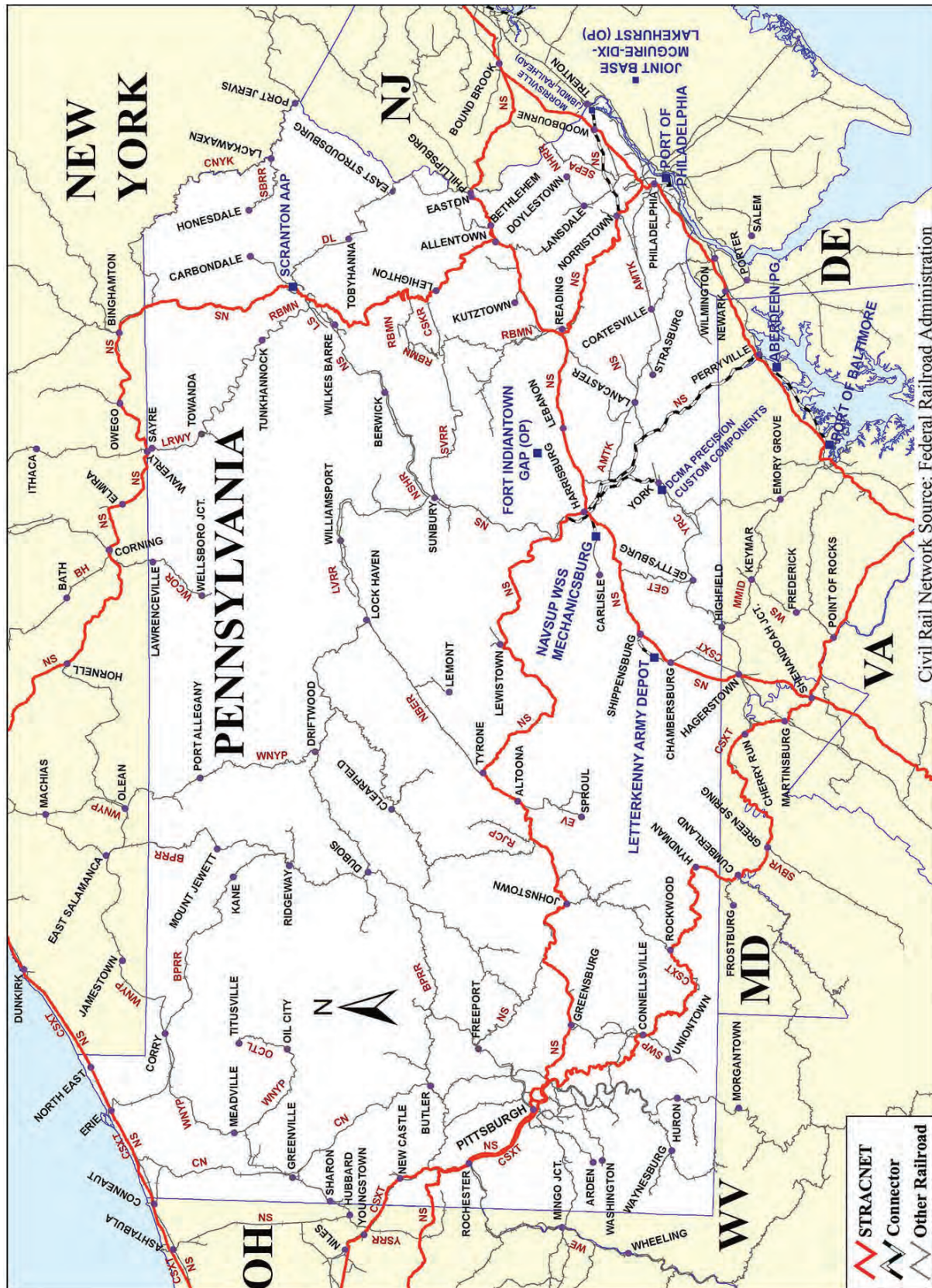
Major Cities and Locations:

- Washington (WA):** Astoria, Kelso, Centralia, Morton, Chelatchie, Portland, Vancouver, Bingen, The Dalles, Wishram, Rainier, White Swan, Yakima, Yakima Training Center (OP), Connell, Pasco, Gibbon, Wallula, Walla Walla, Ayr, Dayton, Lewiston, Moscow, Kooskia.
- Oregon (OREGON):** Toledo, Corvallis, Albany, Salem, Mill City, Eugene, Cottage Grove, Roseburg, Coquille, Coos Bay, Grants Pass, Medford, Ashland, Yreka, Montague, Black Butte, Klamath Falls, Lakeview, Alturas, Goos.
- Idaho (IDAHO):** Payette, Vale, Huntington, Baker, Pendleton, L.A. Grade, Elgin, Nampa, Boise, Orchard Combat Training Center, Mountain Home.
- Nevada (NEVADA):** (No major cities labeled).
- California (CA):** (No major cities labeled).

Rail Lines:

- UP (Union Pacific):** Red line connecting major hubs like Portland, Eugene, and Boise.
- BNSF (Burlington Northern Santa Fe):** Black line connecting major hubs like Portland, Eugene, and Boise.
- PNR (Portland and Natchez River):** Grey line connecting Portland and Salem.
- ALBANY (Albany and Natchez River):** Grey line connecting Albany and Salem.
- COV (Cottage Grove and Natchez River):** Grey line connecting Cottage Grove and Eugene.
- GRANTS PASS (Grants Pass and Natchez River):** Grey line connecting Grants Pass and Eugene.
- ASHLAND (Ashland and Natchez River):** Grey line connecting Ashland and Eugene.
- YREKA (Yreka and Natchez River):** Grey line connecting Yreka and Eugene.
- MONTAGUE (Montague and Natchez River):** Grey line connecting Montague and Eugene.
- BLACK BUTTE (Black Butte and Natchez River):** Grey line connecting Black Butte and Eugene.
- KLAMATH FALLS (Klamath Falls and Natchez River):** Grey line connecting Klamath Falls and Eugene.
- LAKEVIEW (Lakeview and Natchez River):** Grey line connecting Lakeview and Eugene.
- ALTURAS (Alturas and Natchez River):** Grey line connecting Alturas and Eugene.
- GOOS (Goos and Natchez River):** Grey line connecting Goos and Eugene.

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

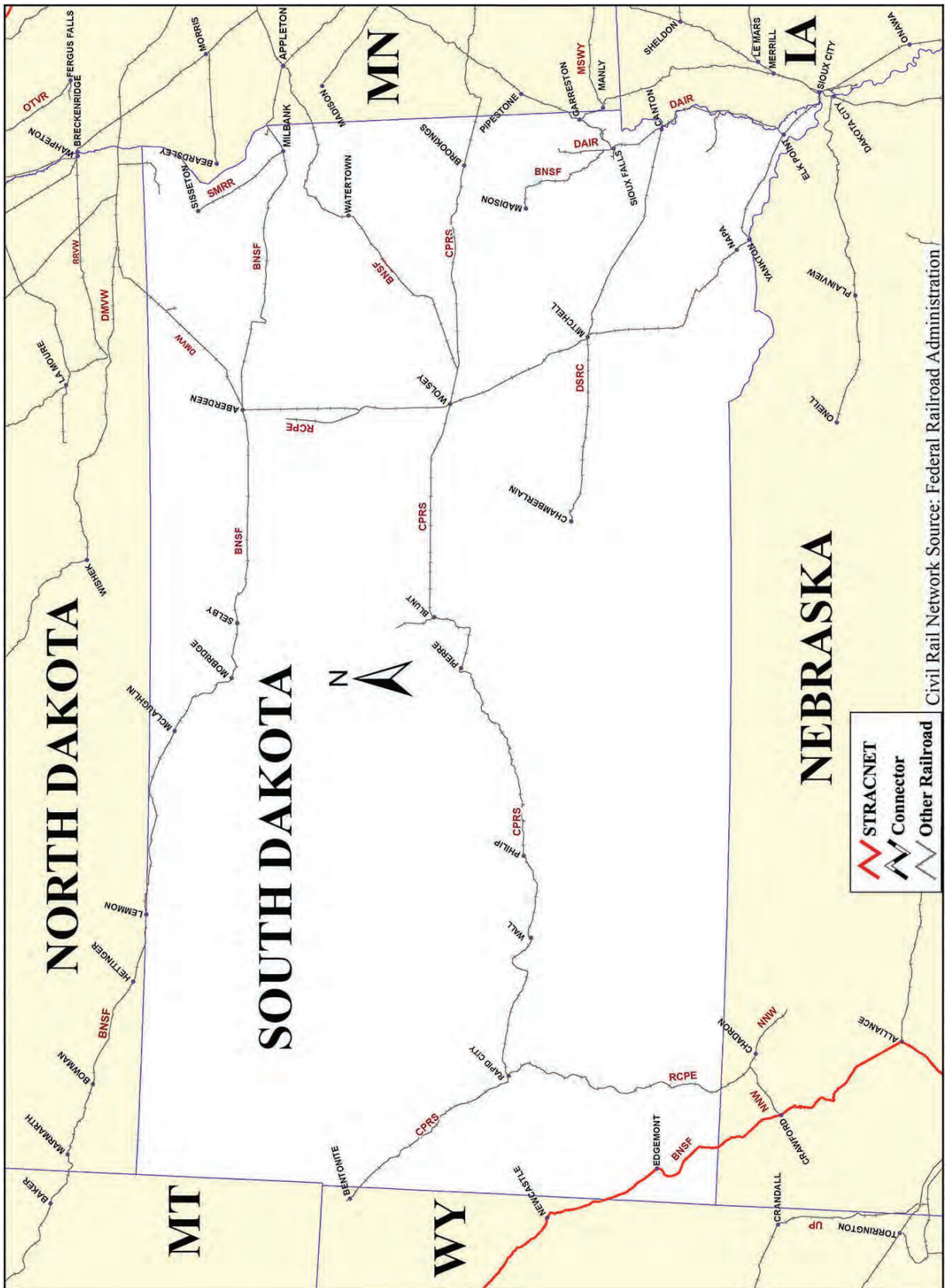


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



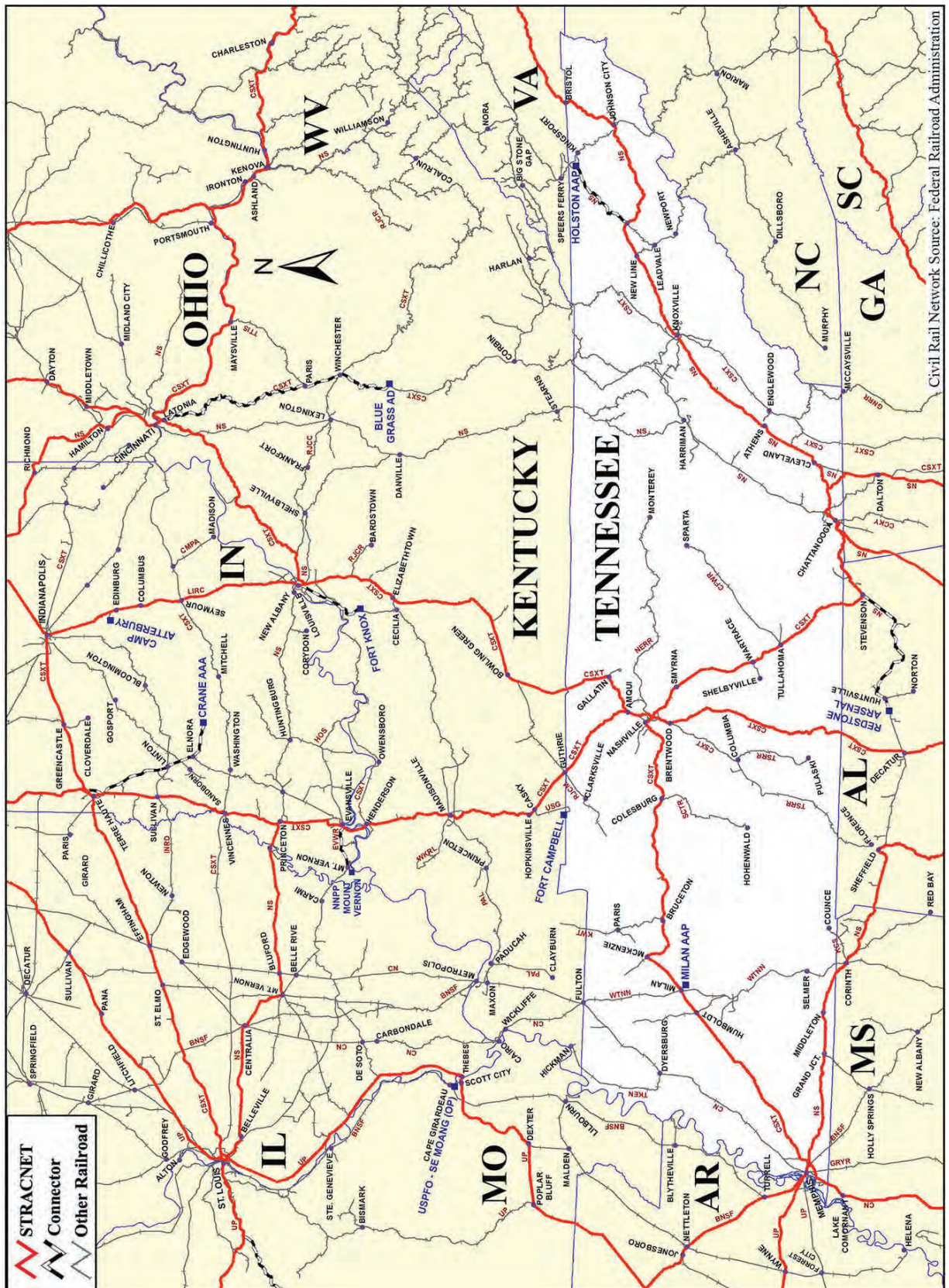
Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

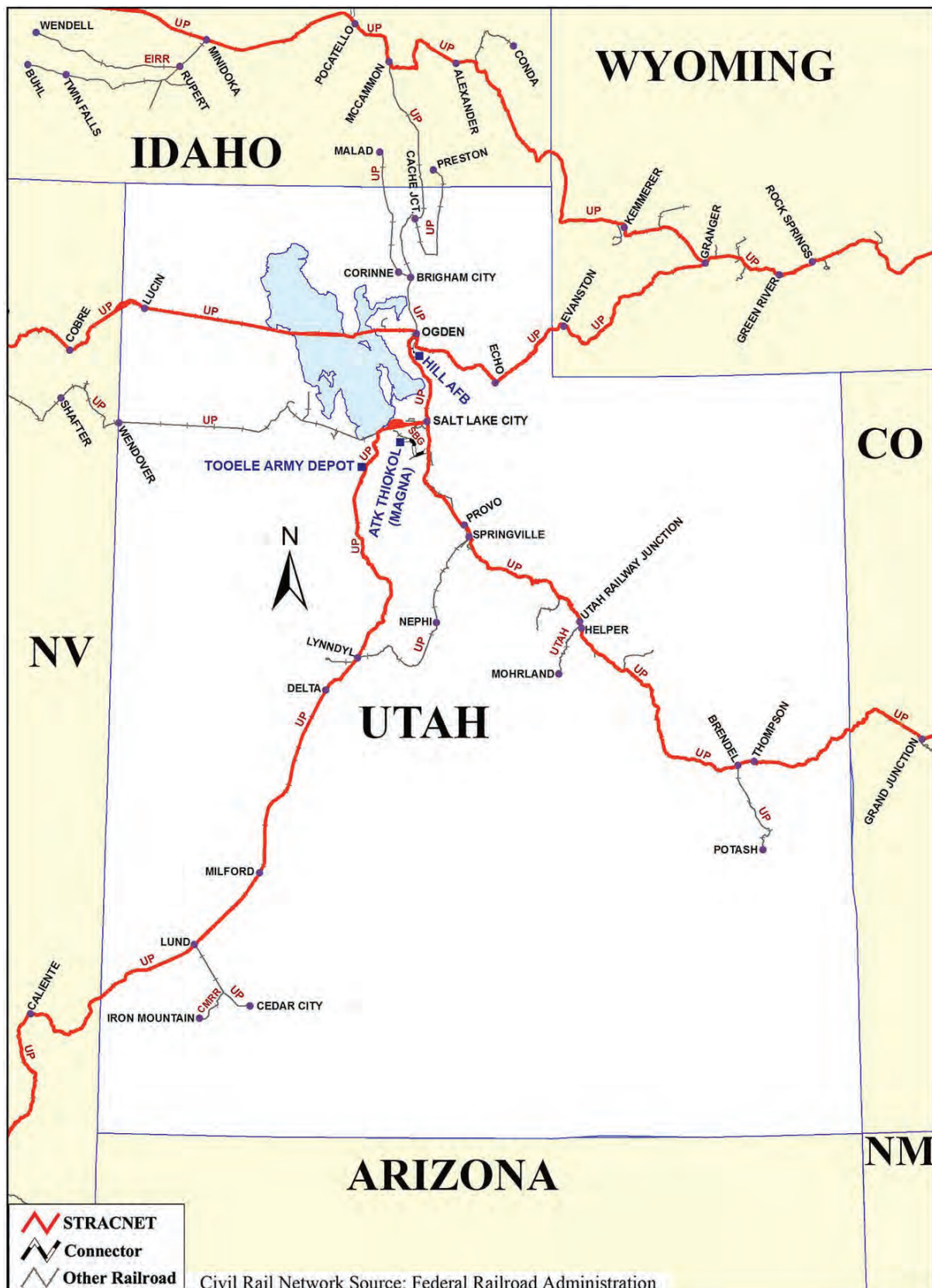


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STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



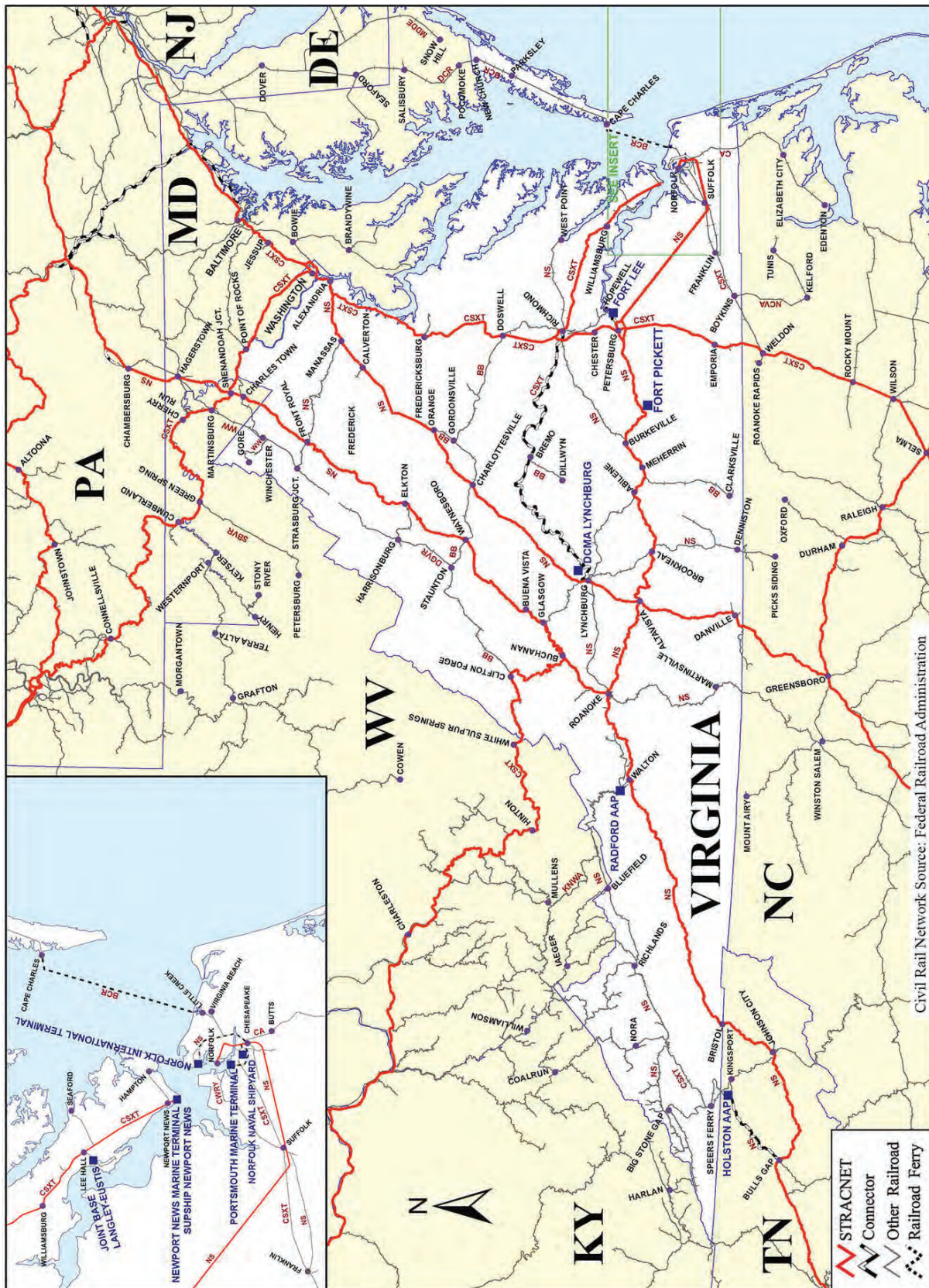
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES

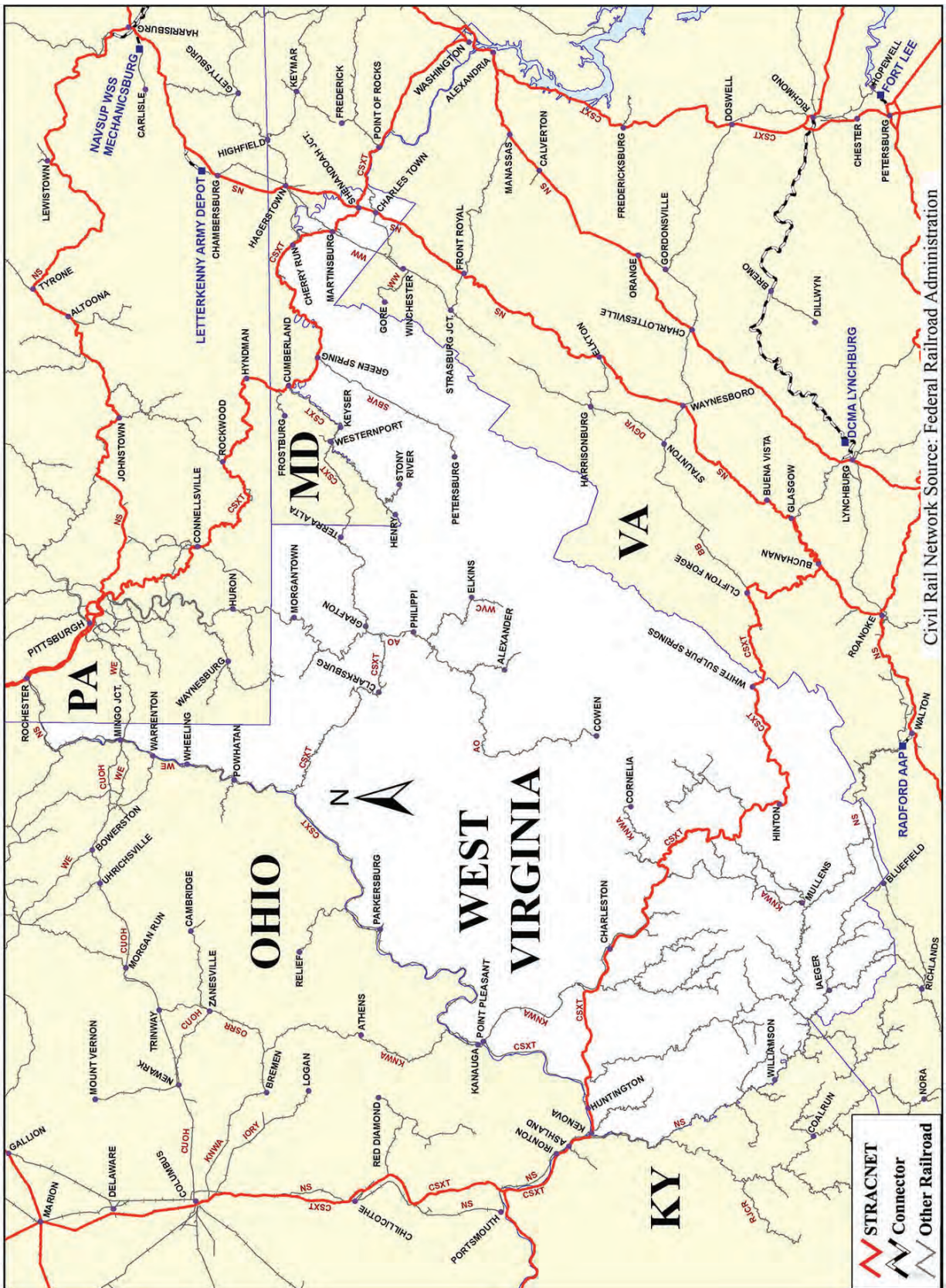


STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



The map displays the rail network across the Pacific Northwest. Major rail lines are shown in red, with BNSF being the most prominent. Other lines include UP (Union Pacific) in blue, SP (Southern Pacific) in black, and various regional lines like KFR, KVA, and CWR. Key locations marked include Seattle, Portland, Vancouver, and various smaller towns and military bases. The map also shows the coastlines of Washington, Oregon, and Idaho, as well as the Canadian border. A legend in the top right corner defines the symbols for STRACNET (red line), Connector (black line), Other Railroad (blue line), and Railroad Ferry (dashed line). A north arrow is located in the upper left quadrant.

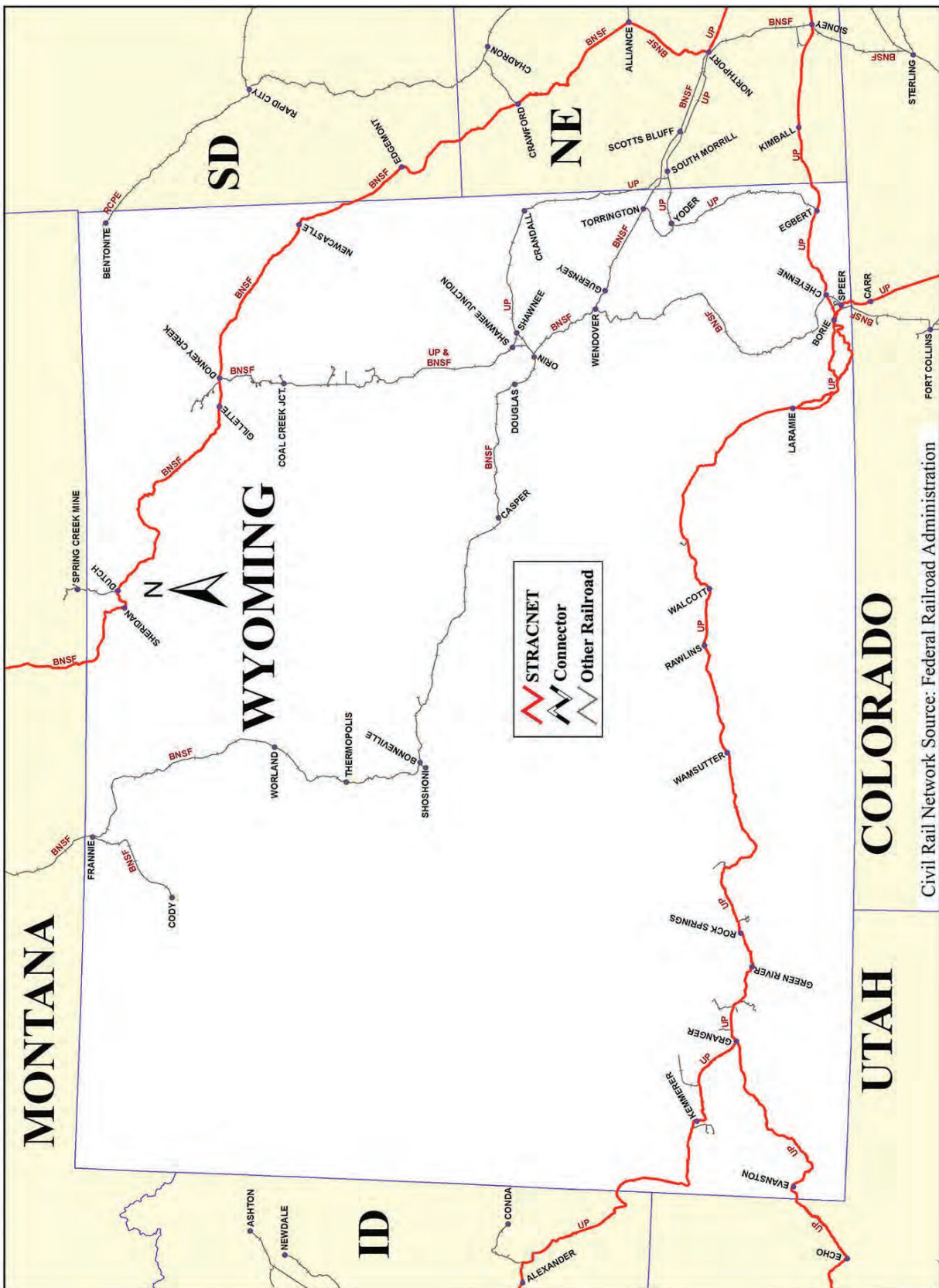
STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



STRATEGIC RAIL CORRIDOR NETWORK (STRACNET) and DEFENSE CONNECTOR LINES



Civil Rail Network Source: Federal Railroad Administration

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

APPENDIX B

**DEPARTMENT OF DEFENSE
INSTALLATIONS AND ACTIVITIES
REQUIRING RAIL SERVICE**

Appendix B supports Appendix A by providing a tabular list of installations and other locations requiring rail service and identifying the nearby railheads or cities. Each of the four Services, as well as the DLA and the DCMA, operate installations and activities where rail service is important to mission accomplishment either in peacetime or mobilization, or both. The Services, DCMA, and DLA have identified 126 installations and activities where rail service is important. These installations and activities are listed in the following table, by State. A key to the installation abbreviations is shown at the end of this appendix.

Some installations, where rail service is required, are actually served by offpost railheads rather than tracks on the installations themselves. These installations are identified by the symbol “OP” for offpost railhead. However, most installations where rail service is important are served by tracks on the installation proper.



**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>ALABAMA</i>	
Anniston Army Depot (AD)	Bynum
Redstone Arsenal	Huntsville
<i>ALASKA</i>	
Eielson Air Force Base (AFB)	Eielson AFB
Joint Base Elmendorf-Richardson (JBER)	JBER
Fort Wainwright	Fort Wainwright
Port of Anchorage	Anchorage
<i>ARIZONA</i>	
Camp Navajo	Bellemont
MCAS Yuma (OP)	Yuma
Yuma Proving Grounds	Blaisdell
<i>ARKANSAS</i>	
Fort Chaffee	Fort Chaffee
Pine Bluff Arsenal	Baldwin
<i>CALIFORNIA</i>	
Beale AFB	Erle
Camp Roberts	McKay
Edwards AFB	Edwards
Fort Irwin (OP)	Yermo
Marine Corp Air Ground Combat Center, 29 Palms (OP)	Nebo, Yermo
Marine Corp Logistics Base (MCLB), Barstow	Nebo, Yermo
Marine Corps Base (MCB), Camp Pendleton	Oceanside
Military Ocean Terminal Concord (MOTCO)	Port Chicago
Naval Air Warfare Center Weapons Division (NAWCWD), China Lake (OP)	Spangler
Port Hueneme	Port Hueneme
Port of Long Beach	Long Beach

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>CALIFORNIA (Continued)</i>	
Port of Oakland	Oakland
Port of San Diego	San Diego
Sierra AD	Herlong
Vandenburg AFB	Tangair
<i>COLORADO</i>	
Fort Carson	Kelker
Piñon Canyon Maneuver Site (PCMS)	Simpson
<i>CONNECTICUTT</i>	
Camp Hartell	Windsor Locks
Naval Submarine Base (NSB), New London	New London
Supervisor of Shipbuilding, Conversion and Repair (SUPSHIP) Groton	Groton
<i>DELAWARE</i>	
None	
<i>FLORIDA</i>	
USMC Blount Island Command	Blount Island
Naval Ordnance Test Unit (NOTU), Cape Canaveral	Jay Jay
Port of Jacksonville	Blount Island
<i>GEORGIA</i>	
Fort Benning	Ochiltee, Sand Hill
Fort Stewart	Walthourville
Hunter Army Airfield (AAF)	Savannah
MCLB, Albany	Dosaga
Naval Submarine Base (NSB) Kings Bay	Kings Bay
Port of Savannah	Savannah
<i>HAWAII</i>	
None	

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>IDAHO</i>	
Naval Nuclear Laboratory Scoville	Scoville
Orchard Combat Training Center	Orchard
<i>ILLINOIS</i>	
Rock Island Arsenal	Rock Island
<i>INDIANA</i>	
Camp Atterbury	Edinburg
Crane Army Ammunition Activity (AAA)	Crane
Naval Nuclear Propulsion Program (NNPP) Mount Vernon	Mount Vernon
<i>IOWA</i>	
Iowa Army Ammunition Plan (AAP)	Middletown
<i>KANSAS</i>	
Fort Riley	Fort Riley
<i>KENTUCKY</i>	
Blue Grass AD	Fort Estill
Fort Campbell	Casky
Fort Knox	Fort Knox
<i>LOUISIANA</i>	
Fort Polk	Daube Junction
<i>MAINE</i>	
Portsmouth Naval Shipyard	Kittery
<i>MASSACHUSETTS</i>	
Camp Edwards	N. Falmouth
<i>MARYLAND</i>	
Aberdeen Proving Grounds	Aberdeen
Port of Baltimore	Baltimore
United States Property and Fiscal Office (USPFO) Maryland USPFO MD	Havre De Grace

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>MICHIGAN</i>	
Camp Grayling	Grayling
USPFO Michigan (OP)	Lansing
<i>MINNESOTA</i>	
Camp Ripley	Camp Ripley
<i>MISSISSIPPI</i>	
Camp Shelby	Camp Shelby
Port of Gulfport	Gulfport
<i>MISSOURI</i>	
Fort Leonard Wood	Bundy Junction
USPFO MO	Jefferson City
USPFO – Southeast (SE) Missouri Army National Guard (MOANG) (OP)	Scott City
<i>MONTANA</i>	
Fort Harrison	Helena
Malmstrom AFB	Falls Yard
<i>NEBRASKA</i>	
None	
<i>NEVADA</i>	
Hawthorne AD	Churchill/Thorne
<i>NEW HAMPSHIRE</i>	
Portsmouth Naval Shipyard	Kittery, ME
<i>NEW JERSEY</i>	
Naval Weapons Station (NWS), Earle	Earle
Joint Base McGuire-Dix-Lakehurst (OP)	Morrisville, PA
Port of New York/New Jersey	Elizabethport, NJ
<i>NEW MEXICO</i>	
None	

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>NEW YORK</i>	
Fort Drum	Calcium
NNPP Kesselring Site (OP)	Ballston Spa
<i>NORTH CAROLINA</i>	
DESC, Millers Siding (Seymour-Johnson AFB)	Goldsboro
Defense Fuel Supply Point (DFSP) Selma	Selma
Fort Bragg	Fort Junction
Marine Corps Air Station (MCAS), Cherry Point	Havelock
MCB Camp Lejeune	Havelock
Military Ocean Terminal Sunny Point (MOTSU)	Leland
Port of Morehead City	Morehead City
Port of Wilmington	Wilmington
<i>NORTH DAKOTA</i>	
None	
<i>OHIO</i>	
Camp Perry Joint Training Center	Port Clinton
Camp Ravenna Joint Military Training Center	Atlas
Joint Systems Manufacturing Center	Lima
NNPP Barberton	Barberton
<i>OKLAHOMA</i>	
Fort Sill	Fort Sill
McAlester AAP	Savanna
<i>OREGON</i>	
None	

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>PENNSYLVANIA</i>	
DCMA Precision Custom Components	York
Fort Indiantown Gap (OP)	Harrisburg
Letterkenny AD	Culbertson
NAVSUP Weapon Systems Support (WSS), Mechanicsburg	Mechanicsburg
Port of Philadelphia	Philadelphia
Scranton AAP	Scranton
<i>RHODE ISLAND</i>	
None	
<i>SOUTH CAROLINA</i>	
DFSP, Charleston	Charbulk
Fort Jackson (OP)	Columbia
Joint Base Charleston	Inness
Port of Charleston	Charbulk
Shaw AFB	Cane Savannah
<i>SOUTH DAKOTA</i>	
None	
<i>TENNESSEE</i>	
Holston AAP	Holston
Milan AAP	Milan
<i>TEXAS</i>	
Fort Bliss	El Paso
Fort Hood	Killeen
Port of Beaumont	Beaumont
Port of Corpus Christi	Corpus Christi
Port of Port Arthur	Port Arthur
Red River AD	Defense

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>UTAH</i>	
ATK Thiokol (Magna)	Bacchus
Hill AFB	Hill AFB
Tooele AD	Warner
<i>VERMONT</i>	
None	
<i>VIRGINIA</i>	
DCMA Lynchburg	Mount Athos
Fort Lee	Petersburg
Fort Pickett	Blackstone
Joint Base Langley-Eustis	Lee Hall
Newport News Marine Terminal	Newport News
Norfolk International Terminal	Norfolk
Norfolk Naval Shipyard	Portsmouth
Portsmouth Marine Terminal	Portsmouth
Radford AAP	Cowan, Pepper
SUPSHIP Newport News	Newport News
<i>WASHINGTON</i>	
Indian Island (OP)	Bangor
Joint Base Lewis-McChord	Mobase, Tacoma
Naval Base Kitsap, Bangor	Bangor
Naval Base Kitsap, Bremerton	Bremerton
Port of Tacoma	Tacoma
Puget Sound Naval Shipyard	Bremerton
Yakima Training Center	Pomona

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ACTIVITY	RAILHEAD
<i>WEST VIRGINIA</i>	
None	
<i>WISCONSIN</i>	
Fort McCoy	Fort McCoy
<i>WYOMING</i>	
None	

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

Abbreviation Key

AAA	Army Ammunition Activity
AAF	Army Airfield
AAP	Army Ammunition Plant
AD	Army Depot
AFB	Air Force Base
DFSP	Defense Fuel Supply Point
MCAGCC	Marine Corp Air Ground Combat Center
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCLB	Marine Corps Logistics Base
MOTCO	Military Ocean Terminal Concord
MOTSU	Military Ocean Terminal Sunny Point
NAVSUP	Naval Supply Systems Command
NAWCWD	Naval Air Warfare Center Weapons Division
NSB	Naval Submarine Base
NSA	Naval Support Activity
NNPP	Naval Nuclear Propulsion Program
NWS	Naval Weapons Station
OP	Offpost Railhead
SUPSHIP	Supervisor of Shipbuilding, Conversion and Repair
USPFO	United States Property and Fiscal Office

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

APPENDIX C

**DEPARTMENT OF DEFENSE
INSTALLATIONS AND ACTIVITIES
REQUIRING RAIL SERVICE AND
SERVED BY LOW DENSITY BRANCH LINES**



**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

ARMY	STATE
Fort Wainwright	AK
Fort Chaffee	AR
Camp Roberts	CA
Piñon Canyon Maneuver Site (PCMS)	CO
Camp Hartell	CT
Port of Jacksonville	FL
Fort Benning	GA
Crane Army Ammunition Activity	IN
USPFO MD	MD
Camp Edwards	MA
Camp Grayling	MI
Camp Ripley	MN
Camp Shelby	MS
USPFO - SE (MOANG) (OP)	MO
Hawthorne AD	NV
Fort Bragg	NC
MOTSU	NC
Port of Morehead City	NC
Fort Sill	OK
Letterkenny AD	PA
Fort Lee	VA
Indian Island	WA
Joint Base Lewis-McChord	WA
TOTAL 23	

AIR FORCE	STATE
Eielson AFB	AK
Vandenburg AFB	CA
Malmstrom AFB	MT
Shaw AFB	SC
Hill AFB	UT
TOTAL 5	

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

NAVY	STATE
NAWCWD, China Lake (OP)	CA
Port Hueneme	CA
NSB New London	CT
SUPSHIP Groton	CT
NSB Kings Bay	GA
Naval Nuclear Laboratory Scoville	ID
NNPP Mount Vernon	IN
Naval Shipyard, Portsmouth	NH
NWS Earle	NJ
NNPP Kesselring Site	NY
DCMA Precision Custom Components	PA
NAVSUP WSS Mechanicsburg	PA
Naval Base Kitsap, Bangor	WA
Naval Base Kitsap, Bremerton	WA
TOTAL 14	

MARINE CORPS	STATE
USMC Blount Island Command	FL
MCLB Albany	GA
MCAS Cherry Point	NC
MCB Camp Lejeune	NC
TOTAL 4	

DEFENSE CONTRACT MANAGEMENT AGENCY (DCMA)	STATE
ATK Thiokol (Magna)	UT
TOTAL 1	

DEFENSE LOGISTICS AGENCY (DLA)	STATE
No installations on low-density rail lines	

**STRATEGIC RAIL CORRIDOR NETWORK (STRACNET)
and DEFENSE CONNECTOR LINES**

Abbreviation Key

AAA	Army Ammunition Activity
AAF	Army Airfield
AAP	Army Ammunition Plant
AD	Army Depot
AFB	Air Force Base
DCMA	Defense Contract Management Agency
DFSP	Defense Fuel Supply Point
MCAGCC	Marine Corp Air Ground Combat Center
MCAS	Marine Corps Air Station
MCB	Marine Corps Base
MCLB	Marine Corps Logistics Base
MOTSU	Military Ocean Terminal Sunny Point
NAVSUP	Naval Supply Systems Command
NAWCWD	Naval Air Warfare Center Weapons Division
NNPP	Naval Nuclear Propulsion Program
NSB	Naval Submarine Base
NSA	Naval Support Activity
NWS	Naval Weapons Station
OP	Offpost Railhead
SUPSHIP	Supervisor of Shipbuilding, Conversion and Repair
USPFO	United States Property and Fiscal Office



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**Military Surface Deployment and Distribution Command
Transportation Engineering Agency
1 Soldier Way
Scott AFB, IL 62225-5006**



Appendix 2.1

PASSENGER RAIL STATION INVENTORY

Description

Appendix 2.1 includes an inventory of intercity and long-distance Amtrak stations in California. The inventory includes the following data points:

- Annual Ridership
- Service frequency for each station by type of service and route
- Station location type (urban, suburban, rural/small community, park and ride, airport)
- Local transit, intercity bus, commuter rail, local rail, and future High Speed Rail connectivity
- Parking availability (vehicle and bicycle)
- Walk and Bike Scores (from Walkscore.com)

2.1 Description and Inventory

2.1.1 Existing Passenger Rail Lines, Corridors, and Services

Expanding and improving an integrated statewide rail system requires coordination between service providers, as well as between service providers and local governments. This section summarizes existing passenger rail service providers in California, with a detailed explanation of the three categories of passenger rail services operating in California today: 1. Intercity passenger rail services; 2. Commuter rail services in metropolitan regions or between adjacent regions; and 3. Urban passenger rail transit systems serving metropolitan areas. Intercity passenger rail provides transportation between metropolitan areas, to rural areas, and to points beyond California's borders.

California's intercity rail services can be divided into two groups: Amtrak long-distance routes, which are funded by Amtrak and serve both California and interstate markets; and State-supported routes that serve California travel markets.

Table 1.1: Multi-State Amtrak long-distance passenger routes serving California

Name	Description	Route	Ridership
California Zephyr	Emeryville-Sacramento-Reno-Denver-Chicago	The California Zephyr provides daily round trip regional service in the Emeryville-Sacramento-Reno corridor. With stops in Truckee, Salk Lake City, Denver Omaha, and Chicago.	

Coast Starlight	Los Angeles-Oakland-Sacramento-Portland-Seattle	The Coast Starlight daily round trip is the second most popular long-distance train in the Amtrak system and is the only rail serving the Pacific Northwest.	
Sunset Limited	Los Angeles-San Antonio-New Orleans	The Sunset Limited operates 3 days per week and is the only rail serving Palm Springs.	
Southwest Chief	Los Angeles-Albuquerque-Kansas City-Chicago	The southwest Chief is a daily round trip service and is the only rail serving Los Angeles and Victorville, Barstow and Needs to the East.	

2.1.2 State-Supported Services

Intercity passenger rail provides transportation between metropolitan areas, to rural areas, and to points beyond California's borders. Amtrak operates all intercity rail services in the state.

Table 1.2: Intercity Passenger Rail

Name	Description	Route	Ridership
Pacific Surfliner	Operates along the Southern California coast, it is the second busiest Amtrak route in the nation.	San Luis Obispo – Los Angeles- San Diego	
San Joaquin	Operates from the San Francisco Bay Area and Sacramento through the San Joaquin Valley to Bakersfield. It is the sixth busiest Amtrak route in the nation.	Bay Area/Sacramento-Stockton-Bakersfield	

Capital Corridor	Operates between San Jose, the East Bay, and the Sacramento region. It is the third busiest Amtrak route in the nation.	Roseville/Auburn-Sacramento – Oakland – San Jose	
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2.1.3 Intercity Rail: Service Providers and Roles and Responsibilities

A JPA is a special entity consisting of two or more government agencies jointly exercising power over a shared service. JPAs have proven useful in scaling the provision of rail service across governmental geographies, while maintaining the benefits of local knowledge of the market being served. Three JPAs have been established in California to organize and manage intercity passenger rail service across jurisdictional and geographic boundaries; they are described in the sections below. The State funds the services and provides oversight, including overall planning, coordinating, and budgeting, to ensure that the State-supported rail and Thruway bus system are integrated internally and with the rest of the commuter and planned HSR Systems, as well as the transit systems—with the goal of a statewide integrated and seamless system. Appendix A describes State-supported intercity passenger rail agency roles and responsibilities. Capitol Corridor Joint Powers Authority.

Table 1.3: Joint Powers Authority Services

Name	Description	Route	Ridership
CCJPA	The CCJPA was the first agency that took over administration of intercity operations from Caltrans under the provisions of SB 457.	150-mile route between Auburn and San Jose (Placer, Sacramento, Yolo, Solano, Contra Costa, San Francisco, Alameda, and Santa Clara Counties).	2018: 1,706,849 2019: 1,777,136 2020: 503,616 Early 2021: 307,034

SJJPA	The SJJPA took over management and administration of the San Joaquins service from the State on July 1, 2015, under the provisions of an ITA between the State and SJJPA, pursuant to AB 1779 (2012).	343-mile route between 11 counties: Sacramento, Contra Costa, Alameda, San Joaquin, Stanislaus, Merced, Madera, Fresno, Kings, Tulare, and Kern.	2018: 1,076,454 2019: 1,076,454 2020: 1,718,936 Early 2021: 304,157
LOSSAN	Effective July 1, 2015, administrative and oversight responsibility passed from Caltrans to the LOSSAN JPA under the provisions of an ITA between the State and LOSSAN that was completed pursuant to the provisions of SB 1225 (2012).	351-mile route between 6 counties: San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, and San Diego.	2018: 2,946,239 2019: 2,836,894 2020: 1,724,266 2021: 304,109

Pacific Surfliner ridership increased by 10 percent from FFY 2006-2016, to more than 2.9 million. San Joaquins ridership increased 40 percent over the same period, with a ridership of 1.1 million in FFY 2016. Capitol Corridor ridership increased 23 percent, with a ridership of more than 1.5 million in FFY 2016. During the recession, ridership for the commuter-heavy Pacific Surfliner and Capitol Corridor dipped more than ridership for the San Joaquins. Ridership across the three routes increased 19 percent between FFY 2006 and FFY 2016 and was more than 5.5 million in FFY 2016. The largest single-year ridership decrease occurred in FFY 2009 (8 percent), and the largest single-year increase occurred in FFY 2008 (12 percent). OTP is the percentage of instances in which a train arrives on time at a station, where on time is defined as a deviation from schedule of 15 minutes or less. "Frequency" refers to the number of round trips per day.

Both revenues and expenses grew substantially over the period from FFY 2006 to FFY 2016. However, expenses grew at a slower rate, resulting in an increasing farebox ratio (the total fare revenue divided by total operating expenses, a metric that shows the fraction of operating expenses that are met by passenger fares). Across the three lines, revenues increased by 100 percent over the period, to approximately \$150.3 million in FFY 2016; and expenses increased by 50 percent, to approximately \$236 million. In FFY 2014, under the requirements of Section 209 of PRIIA, the State assumed responsibility for 100 percent of the operating costs on

the Pacific Surfliner; therefore, both revenues and expenses increased significantly, beginning in that year. Farebox ratios during the last 10 years grew from 56.4 percent to 78.8 percent for Pacific Surfliner, 46 percent to 49.6 percent for San Joaquin, and 38.6 percent to 56.3 percent for Capitol Corridor.

Positive Train Control: The Class I railroads are implementing PTC largely at their own expense, and installation is well underway in California and elsewhere. However, PTC poses costly challenges to some short lines that are handling hazardous materials, or more commonly must operate over PTC-equipped Class I main lines. The \$100,000-plus cost of retrofitting older locomotives that are typical of short line fleets is beyond the financial ability of many carriers.

Freight Corridor Bottlenecks in Northern California, substantial growth is expected along three primary trade corridors: Bay Area to Central Valley, Central Valley, and Central Valley to Reno. Primary trade corridors are also major intercity passenger rail corridors and accommodating future train volumes will require additional capacity. The lack of a connection between the UPRR Oakland and Niles subdivisions at the Niles Junction currently precludes use of Niles Canyon for expanded freight service. This area is an immediate priority that supports the Alameda County and MTC efforts to improve goods movement in the Bay Area through dedicated rail freight improvements south of Oakland. Significant intermodal- and international-related growth is expected along key trade corridors throughout Southern California. If projected train volumes materialize, accommodating passenger and freight rail will require additional capacity and separate freight and passenger track. Immediate priorities being pursued by the state that are in line with the Rail Plan include BNSF San Bernardino Improvements to unlock capacity made possible with completion of a Rosecrans Marquardt grade separation; and significant additional track capacity supporting significantly increased passenger service in the urban corridor between Los Angeles and Fullerton, and for freight movement out of Southern California.

Table 1.4: Commuter Rail Service Providers

Name	Description	Route	Ridership
Caltrain	Caltrain operates 7 days a week on 77 miles of track owned by PCJPB. The system has a mixture of local, limited, and express trains.	The route operates from San Francisco through the San Francisco Peninsula to San Jose and Gilroy.	2018: 411,267,970 2019: 387,561,279
Altamont Corridor Express (ACE)	ACE operates on weekdays on 85 miles of track owned by UPRR and PCJPB.	The route operates from Stockton to San Jose via Livermore and Fremont.	2018: 6,1400,684 2019: 65,810,476

Metrolink	Metrolink operates on weekdays on 534 route-miles in the regional system.	The route offers a large network of commuter rail between Los Angeles, Orange, Riverside, San Bernardino, San Diego, and Ventura Counties.	2018: 438,553,704 2019: 416,394,626
COASTER	COASTER commuter trains offer service on 41 route-miles.	The route operates along the San Diego County coastline, from Oceanside to San Diego, via Carlsbad, Encinitas, and Solana Beach.	2018: 92,217,206 2019: 88,060,870
SMART	SMART's initial segment runs 43 miles.	The route operates from Sonoma County Airport in Santa Rosa, south to San Rafael Transit Center.	2018: 16,174,174 2019: 18,371,183

Table 1.5: California Transportation Facilities

California's freight rail network supports the operations of industries throughout the state and links California with domestic, interregional, and international markets. Our freight rail system is comprised of two Class I railroads: BNSF and Union Pacific, and 26 short line railroads that connect to rail yards, warehousing, and distribution centers throughout the state. The rail network covers over 6,500 miles of track across 29 different railroads.

Freight Rail Route Mileage	
Freight: Class I Railroads	5,418
Freight: Class III Railroads	1,317
Freight: Switching Terminals	275
Passenger Rail Route Mileage	
Long-Distance	887
Intercity Passenger Rail	1,663
Commuter and Regional Rail	830
Urban Mass Transit Rail	382
Highway/Roadway	
Highway/Roadway Mileage	175,818
Airports	
Commercial Service Airports	28
General Aviation Airports	215

Special Use Airports	68
Ports	
Seaports (Inland and Coastal)	12
International Ports of Entry	6

- Station Area Planning
 - Customer Amenities
 - Pull basic statistics from station inventory for intercity stations:
 - % of stations with bathrooms, WiFi, staff, etc.
 - Access to local transit (from station inventory)
 - Bike parking/sharing
 - Access and Land-Use
 - Population and Job density of station areas (from inventory)
 - Accessibility isochrones: How far can you walk/bike from the station given network constraints (from station inventory)
 - Station Area Land Use (not currently available, but could easily add if comprehensive data is available)
 - Station area bicycle network data (currently using Open Street Map)
 - Bicycle and pedestrian safety data
 - Points of Interest (rough estimate available from Open Street Map)

Sources

Inventory data was manually collected from a number of sources including:

Notes

"Inventory of intercity and commuter passenger stations including:

- **Service frequency for each station, by type of service and route.**
- **Station location type (i.e., urban, suburban, rural/small community, park & ride, airport).**
- **Local transit and intercity bus connections, parking availability, and assessment of non-motorized transportation access including bicycle parking facilities."**

Station Name	Code	Rail Boardings & Alightings (FY 19)	Services	Vehicle Parking	Total Parking Spaces	Total Bike Parking	Future HSR	Commuter Service	Thruway Bus	Local Rail	Local Bus
Fullerton	FUL	256,594	Pacific Surfliner, Amtrak Long Distance	X	1,330	24	No	Metrolink	Yes	None	Yes
Los Angeles	LAX	1,413,006	Pacific Surfliner, Amtrak Long Distance	X	2,200	200	Yes	Metrolink	Yes	Metro	Yes
San Luis Obispo	SLO	72,922	Pacific Surfliner, Amtrak Long Distance	X	50	4	No	None	Yes	None	Yes
Santa Barbara	SBA	317,664	Pacific Surfliner, Amtrak Long Distance	X	50	8	No	None	Yes	None	Yes
Emeryville	EMY	585,849	Capitol Corridor, San Joaquins, Amtrak Long Distance	X	125	20	No	None	Yes	None	Yes
Martinez	MTZ	352,068	Capitol Corridor, San Joaquins, Amtrak Long Distance	X	142	15	No	None	Yes	None	Yes
Oakland Jack London	OKJ	396,640	Capitol Corridor, San Joaquins, Amtrak Long Distance	X	1,237	12	No	None	Yes	None	Yes
Richmond	RIC	291,270	Capitol Corridor, San Joaquins, Amtrak Long Distance	X	20	60	No	None	No	BART	Yes
Sacramento Valley	SAC	1,100,550	Capitol Corridor, San Joaquins, Amtrak Long Distance	X	285	59	Yes (phase 2)	None	Yes	RT	Yes
San Jose-Diridon	SJC	238,638	Capitol Corridor, Amtrak Long Distance	X	783	50	Yes (phase 1)	ACE/Caltrain	Yes	VTa	Yes
Davis	DAV	380,034	Capitol Corridor, Amtrak Long Distance	X	140	223	No	None	Yes	None	Yes
Roseville	RSV	39,289	Capitol Corridor, Amtrak Long Distance	X	78	9	No	None	Yes	None	Yes
Pomona - Downtown	POS	1,607	Amtrak Long Distance	X	700	30	No	Metrolink	No	None	Yes (Omnitrans, Foothill Transit, Metro, Bronco Link)
Barstow	BAR	3,112	Amtrak Long Distance	X	97	0	No	No	Yes	No	No
Chico	CIC	10,580	Amtrak Long Distance	X	15	6	No	No	Yes	No	Yes (B-Line)
Colfax	COX	5,845	Amtrak Long Distance	X	36	6	No	No	Yes	No	Yes (Placer County Transit)
Dunsmuir	DUN	5,178	Amtrak Long Distance	X	38	0	No	No	No	No	Yes (S.T.A.G.E.)
Needles	NDL	8,641	Amtrak Long Distance	X	65	0	No	No	No	No	Yes (Needles Area Transit)
Ontario	ONA	4,077	Amtrak Long Distance	X	35	0	No	No	Yes	No	Yes (Omnitrans)
Palm Springs	PSN	3,045	Amtrak Long Distance	X	40	0	No	No	No	No	No
Paso Robles	PRB	11,808	Amtrak Long Distance	X	17	0	No	No	Yes	No	Yes (SLO RTA, Paso Express, MST, Orange Belt Stages)
Redding	RDD	10,135	Amtrak Long Distance	X	16	0	No	No	Yes	No	Yes (Redding Area Bus Authority)
Salinas	SNS	19,965	Amtrak Long Distance	X	105	0	No	No	Yes	No	Yes (MST)
Truckee	TRU	15,104	Amtrak Long Distance	X	48	3	No	No	Yes	No	Yes (Tahoe Truckee Area Regional Transit)
Victorville	VRV	5,501	Amtrak Long Distance	X	46	0	No	No	Yes	No	Transit)
Riverside - Downtown	RIV	10,973	Amtrak Long Distance	X	1,140	20	No	Metrolink	Yes	None	Yes (Downtown Riverside Metrolink Shuttle, RTA, SunLine Transit Agency Commuter Link)
San Bernardino	SNB	10,275	Amtrak Long Distance	X	787	8	No	Metrolink	Yes	None	Yes (Omnitrans, Mountain Area Regional Transit)
Oceanside	OSD	258,266	Pacific Surfliner	X	1,285	38	No	Metrolink/COASTER	Yes	SPRINTER	Yes
San Diego - Old Town	OLT	362,340	Pacific Surfliner	X	412	32	No	COASTER	No	MTS	Yes
San Diego - Santa Fe Depot	SAN	652,818	Pacific Surfliner			8	No	COASTER	Yes	MTS	Yes
Solana Beach	SOL	369,414	Pacific Surfliner	X		17	No	COASTER	Yes	None	Yes
Anaheim	ANA	239,471	Pacific Surfliner	X	500	24	Yes	Metrolink	Yes	None	Yes
Burbank Airport - South	BUR	63,749	Pacific Surfliner	X	40	0	Yes	Metrolink	Yes	None	Yes (Metro Buses)
Camarillo	CML	53,219	Pacific Surfliner	X	406	2	No	Metrolink	Yes	None	Yes (VISTA, City of Camarillo Dial-A-Ride)
Chatsworth	CWT	62,464	Pacific Surfliner	X	826	42	No	Metrolink	Yes	None	Yes (Metro Buses, LADOT Commuter Express, Simi Valley Transit, Santa Clarita Transit)
Glendale	GDL	44,390	Pacific Surfliner	X	443	2	No	Metrolink	Yes	None	Yes (Metro Buses, Glendale Beeline, Glendale Metrolink Express)
Irvine	IRV	347,262	Pacific Surfliner	X	1,650	27	No	Metrolink	Yes	None	Yes
Moorpark	MPK	17,539	Pacific Surfliner	X	278	0	No	Metrolink	Yes	None	Yes (VISTA East County Dial-A-Ride, Moorpark City Transit, Thousand Oaks Transit Shuttle)
Oxnard	OXN	91,436	Pacific Surfliner	X	113	23	No	Metrolink	Yes	None	Yes (South Coast Area Transit)
San Clemente Pier	SNP	15,753	Pacific Surfliner	X	146	0	No	Metrolink	No	None	Yes
San Juan Capistrano	SNC	194,555	Pacific Surfliner	X	187	0	No	Metrolink	Yes	None	No (close by though)
Santa Ana	SNA	143,020	Pacific Surfliner	X	591	24	No	Metrolink	Yes	None	Yes
Simi Valley	SIM	46,391	Pacific Surfliner	X	576	4	No	Metrolink	Yes	None	Yes
Van Nuys	VNC	67,522	Pacific Surfliner	X	364	0	No	Metrolink	Yes	None	Yes (LADOT Dash, Metro Buses)
Carpinteria	CPN	32,597	Pacific Surfliner	X	120	8	No	None	Yes	None	Yes
Goleta	GTA	110,409	Pacific Surfliner	X	27	26	No	None	No	None	No
Grover Beach	GVN	13,293	Pacific Surfliner	X	26	2	No	None	Yes	None	Yes
Guadalupe	GUA	9,298	Pacific Surfliner	X	28	0	No	None	No	None	Yes
Surf	LPS	6,610	Pacific Surfliner	X	40	0	No	None	No	None	No
Ventura	VEC	83,095	Pacific Surfliner	X	20	0	No	None	Yes	None	No
Stockton-Downtown	SKT	16,517	San Joaquins	X	40	0	No	ACE	Yes	No	Yes (not close)
Antioch-Pittsburg	ACA	34,615	San Joaquins	X		0	No	None	No	None	Yes
Bakersfield	BFD	424,157	San Joaquins	X	206	24	No	None	Yes	None	Yes
Corcoran	COC	26,789	San Joaquins	X	90	0	No	None	No	None	Yes
Turlock-Denair	TRK	32,633	San Joaquins	X	48	0	No	None	No	None	No
Fresno	FNO	368,262	San Joaquins	X	112	3	No	None	Yes	None	Yes
Hanford	HNF	181,209	San Joaquins	X	46	0	No	None	Yes	None	Yes
Lodi	LOD	11,285	San Joaquins	X	45	4	No	None	Yes	None	Yes
Madera	MDR	27,591	San Joaquins	X	32	0	Yes	None	No	None	No

Station Name	Code	Rail Boardings & Alightings (FY 19)	Services	Vehicle Parking	Total Parking Spaces	Total Bike Parking	Future HSR	Commuter Service	Thruway Bus	Local Rail	Local Bus
Merced	MCD	133,311	San Joaquins	X	50	0	No	None	Yes	None	Yes (Samtrans)
Modesto	MOD	116,342	San Joaquins	X	72	0	No	None	No	None	Yes
Stockton-San Joaquin	SKN	276,886	San Joaquins	X	24	0	No	None	Yes	None	Yes
Wasco	WAC	39,232	San Joaquins	X	35	0	No	None	No	None	Yes
Santa Clara	SCC	67,887	Capitol Corridor	X	256	61	No	ACE/Caltrain	No	No	Yes
Fremont-Centerville	FMT	48,512	Capitol Corridor	X	170	14	No	ACE	Yes	No	Yes (not close)
Santa Clara Great America	GAC	194,677	Capitol Corridor	X	183	52	No	ACE	Yes	VTA (not close)	Yes
Auburn	ARN	15,325	Capitol Corridor	X	7	18	No	None	Yes	None	Yes
Berkeley	BKY	174,656	Capitol Corridor	X	359	28	No	None	No	None	Yes
Fairfield-Vacaville	FFV	101,369	Capitol Corridor	X	144	24	No	None	No	None	Yes
Hayward	HAY	70,383	Capitol Corridor	X	73	4	No	None	No	None	Yes (not close)
Oakland Coliseum	OAC	92,730	Capitol Corridor	X	37	20	No	None	No	BART	Yes
Rocklin	RLN	17,199	Capitol Corridor	X	93	5	No	None	Yes	None	No
Suisun-Fairfield	SUI	128,369	Capitol Corridor	X	263	13	No	None	No	None	Yes

Appendix 3.1

Capital Projects - General Capital Projects

Description:

A compilation of general Capital Projects in the state to support the Rail Plan vision. Descriptions, costs, and corridors are recorded. Projects are sorted by time-horizon: near, mid, or long-term. Fleet and Grade Separation projects are listed separately in the following sections.

Sources

Caltrans DRMT

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Wunpost mainline siding	Wunpost siding south of King City to accommodate every 4-hour intercity rail service to SLO.	**Multiple	\$20,000,000	Central Coast	Coast Route Corridor	Salinas	San Luis Obispo	Central Coast - San Jose/ San Francisco Bay Area
Near Term	Two Additional Mainline Sidings on Central Coast	Two additional mainline sidings between Salinas and King City to support future expanded passenger rail service on the Coast Subvision.	**Multiple	\$31,800,000	Central Coast	Coast Route Corridor	Salinas	San Luis Obispo	Central Coast - San Jose/ San Francisco Bay Area
Near Term	Martinez Intercity Rail Turn Around Facility Project	Add turn tracks at the existing Martinez station to allow SJJPA trains to turn back at Martinez and for passengers to efficiently transfer between SJJPA and CCJPA trains. This would open slots on the UPRR Martinez Subdivision between martinez and Oakland for 5 additional CCJPA round trips (total of 20)	**Multiple	\$17,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	The Newark-Albrae Siding Connection Project	The project involves connecting two sidings to create a second main track. With implementation of this project, the connected sidings would permit double track operation between Fremont and just north of the Alviso Wetlands, thus increasing overall capacity. This project connects with previous improvements implemented by the Capitol Corridor Joint Power Authority and will benefit both ACE and the Capitol Corridors.	**Multiple	\$9,800,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via East Bay)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Sacramento Valley Station (SVS) - Light Rail Integration	Light rail realignment to create easier multi-modal transfers at Sacramento Valley Station by bringing the tracks closer to the intercity rail platforms.	**Multiple	\$82,940,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Sacramento Valley Station (SVS) - Regional Bus and Mobility Hub	Creates a two-level transit center surrounding the intercity rail station at Sacramento Valley Station.	**Multiple	\$76,177,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	US 101 Undercrossing Double Track and Siding	US 101 Undercrossing Double Track and Siding	**Multiple	\$50,000,000	San Joaquin Valley	Altamont Corridor	Stockton	San Jose	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Valley Rail Stations: Elk Grove Station and Track Work	Construction of new Valley Rail Station: Elk Grove Station. Project also includes associated track work. This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision.	**Multiple	\$62,732,600	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Valley Rail Stations: Natomas/Airport Station	Construction of new Valley Rail Station: Natomas/Airport Station. This project will be the connection point for Valley Rail Passengers to connect to Sacramento International Airport and will support increased ACE and San Joagins service between Sacramento and Stockton.	**Multiple	\$48,800,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Del Paso Siding Upgrade and Extension	This project will support Valley Rail which will expand service between Stockton and Natomas along the UP Sacramento Subdivision.	**Multiple	\$41,310,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Old North Sacramento Station and Trackwork	Construction of new Valley Rail Station: Old North Sacramento Station. Project also includes associated track work. This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision.	**Multiple	\$33,950,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Valley Rail Stations: Midtown Station	Construction of new Valley Rail Station: Midtown Station. Will support additional ACE and San Joaquins Service between Stockton and Natomas.	**Multiple	\$28,390,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Valley Rail Stations: City College Station	Construction of new Valley Rail Station: City College Station.	**Multiple	\$19,962,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Phillips Siding Rehabilitation	The Phillips Siding Rehabilitation on the UPRR Sacramento Subdivision is located from MP 121.3 to MP 123.9. The project will require replacing the southern switch with a #20 turnout and rehabilitating the existing siding to mainline track standards. Required for initial Valley Rail service to Natomas (1 daily round trip).	**Multiple	\$7,380,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	South Sacramento Crossover	South Sacramento Crossover supports additional San Joaquins and ACE Service between Stockton and Sacramento on the UPRR Sacramento Subdivision.	**Multiple	\$3,427,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Merced Extension Track Work and Stations Phase 1	Phase 1 stations and track work to extend ACE Service from Ceres to Merced on the UP Fresno Subdivision.	**Multiple	\$320,650,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Merced Intermodal Track Connection (MITC)	Project provides for eleven additional daily roundtrips on existing passenger rail corridor, and one new or improved station. Project allows reliable connections between ACE/San Joaquins and California High Speed Rail.	**Multiple	\$276,000,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Merced Extension Stations and Track Work Phase 2	Phase 2 Stations and track work to extend ACE Service from Ceres to Merced on the UP Fresno Subdivision.	**Multiple	\$233,380,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - North Coast
Near Term	Valley Rail Stations: Lodi Station and Trackwork	Construction of new Valley Rail Station: Lodi Station. Project also includes associated track work. This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision.	**Multiple	\$60,007,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Stockton Track Extension	Improved reliability and reduced passenger rail travel time. More efficient movement of trains between ACE Rail Maintenance Facility and Cabral Station, reducing safety risks. More efficient movement of trains between ACE Rail Maintenance Facility and Cabral Station, reducing interference between ACE and freight trains in the area. \$22,088,242 has been secured by SJJPA for this project. Awaiting NEPA CE approval from FTA, with formal request submitting on April 8, 2020. HDR completing PS&E, awaiting C&M agreement with UPRR.	**Multiple	\$50,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Ripon Station and track extension	Construction of new Valley Rail Station: Ripon Station. Project also includes extension of track. This supports the ACE Extension from Lathrop to Ceres/Merced.	**Multiple	\$31,800,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Manteca Station	New Station for future ACE southern Extension from Lathrop to Ceres/Merced.	**Multiple	\$28,600,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Stockton RMF Expansion	Expansion of regional maintenance facility. The San Joaquin Regional Rail Commission is expanding their facilities at its existing Stockton Regional Rail Maintenance Facility (RMF) located at 1020 E. Alpine Avenue in Stockton, California. The SJRRC RMF Expansion project scope includes, but is not limited to, the following components: 1. Sitework2. Maintenance Building Expansion3. Maintenance Building Service and Inspection Expansion4. Parts Storage Building Addition5. Maintenance Building Mezzanine Remodel (Bid Alternate 1)6. Rail Storage Yard Expansion (Bid Alternate 2) Elements of construction include, but are not limited to, the following: Demolition, Earthwork, Utilities, Concrete, Asphalt Paving, Masonry, Pre-Engineered Metal Building, New Rail Trackwork, Mechanical, Electrical, Plumbing, Compressed Air, CCTV, HVAC, Fire, Insulation, Framing, Metal Work, Racking, Storage, Specialty Equipment, Signage, Coatings and Painting.	**Multiple	\$26,584,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Calla to Ripon Siding Extension (MP 99.46 to MP 103.02)	Track extension from MP 99.46 to MP 103.02. This project supports the extension of ACE service between Lathrop and Ceres/Merced.	**Multiple	\$21,560,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Stockton Wye	The Stockton Wye Project will create a new connection between the Burlington Northern Santa Fe Railroad Stockton and Union Pacific Railroad Fresno subdivisions. Once constructed the new track connection will provide a vital link in the Northwest quadrant of the Stockton Diamond grade crossing	**Multiple	\$19,060,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	UPRR South Stockton Crossover	Installation of crossovers south of the UPRR Stockton yard to increase network fluidity during and after the construction of the Stockton Wye. Restores and improves the connection between the UPRR Fresno and Oakland Subdivisions to the Port of Stockton.	**Multiple	\$10,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - North Coast
Near Term	Robert J. Cabral Station Expansion	One new or improved station. Enhanced security improvements at Cabral Station and ADA compliant sidewalks. \$6,860,228 has been secured by SJJPA for this project.	**Multiple	\$8,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	San Joaquin Street Station Layover Track	Construct layover track, reconfigure parking lot, and install street lighting along San Joaquin Street. This project is needed to provide a layover track for a potential third-party-operated DMU service between Sacramento and Stockton.	**Multiple	\$7,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Stations: Channel Street Improvements	This project will complete improvements along East Channel Street between North Aurora Street and a half-block west of North Stanislaus Street in Downtown Stockton. The project seeks to improve sidewalks, curb ramps, lighting, and road surfaces, and includes bulb-outs, street trees, Class III bicycle markings. The project will also make improvements along three intersecting streets of Stanislaus St, Grant St, and Aurora St between Minor Avenue and Weber Avenue. This project will improve the connectivity between the Stockton ACE Station, San Joaquin RTD's Downtown Transit Center, and Downtown Stockton's Waterfront Entertainment District.	**Multiple	\$6,992,000	San Joaquin Valley	Altamont Corridor	Stockton	San Jose	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	San Joaquin Street Station Roof and Parking Lot Improvements	San Joaquin Street Station Roof and Parking Lot Improvements.	**Multiple	\$1,000,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Turlock-Denair Bus Loop	A dedicated bus loop to allow for a passenger drop-off and pick-up adjacent to the shelter, eliminating the potential for cross traffic between pedestrians and vehicles at the Turlock-Denair station.	**Multiple	\$600,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	New Commerce Intermodal Facility	Project is a component of the LA Urban Mobility Corridor improvements between LA and Fullerton that will expand the BNSF Commerce IMF, including purchase of additional right of way and utility relocation needed to provide space for the I-710 to I-5 Rail Flyover Project as part of BNSF investment plans for the facility.	**Multiple	\$184,250,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	San Luis Obispo (Central Coast) Layover Facility (Full Build Out)	Project will construct a new and expanded layover facility in San Luis Obispo that will improve intercity passenger rail service. The Pacific Surfliner would be able to improve the ridership, revenue, and expand service through additional layover capacity. The project will facilitate the maintenance of equipment mid-route and at route terminus.	**Multiple	\$77,458,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	San Luis Obispo	Goleta	South Coast - Central Coast
Near Term	San Joaquins Mini-High Platforms	Installation of mini-high platforms at all stations served by the San Joaquins. Pre-fabricated platforms and associated bridge plates will allow level boarding for wheelchairs.	**Multiple	\$5,000,000					
Near Term	Alameda Countywide Rail Safety Enhancement Program - Phase A	This is a grade crossing improvement program which has prioritized the 133 grade crossing locations in Alameda County to 56 targeted areas. Phase A locations are short-term investments in pedestrian safety enhancements at 28 grade crossing locations and two frequent trespassing sites in Alameda County prioritized by rail volumes, daily automobile traffic, equity impact, and proximity to schools. 26 of the Phase A locations are located on the Martinez, Niles, and Oakland subdivisions on the Richmond to San Jose (via East Bay) sub-corridor. Two of the projects are in Livermore on the Oakland Subdivision served by ACE trains on the Altamont Corridor.	**Other	\$75,201,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via East Bay)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Perris to Hemet/ San Jacinto Rail Extension	Project development to upgrade 17 miles of track to passenger standards including construction of sidings, signals, PTC and up to 6 new stations.	**Other	\$550,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	Perris South Station and Layover Track Expansion	Add New track and a second platform at the Perris South Station along with a fourth layover track at the maintenance facility.	**Other	\$25,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	BNSF 2nd Main Track	Complete a continuous second main track on BNSF main line between Stockton and Merced, completion of the projects will allow the operation of 12 San Joaquins trains.	BNSF	\$546,437,145	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	La Mirada Lead Extension	La Mirada lead extension from Valley View Ave to Carmenita. Provides track connection for the freight local movements to access clients directly from La Mirada facility without the need to foul mainlines.	BNSF	\$54,000,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	LA-Fullerton Signal and Crossover Upgrades Design	Project includes funding for signal and crossover design work to advance subsequent phases of the BNSF LA-Fullerton Corridor projects for advanced signaling and infrastructure required to support high performance operations in this corridor. Project will specifically include design work supporting the I5/710 Flyover project in Commerce Yard.	BNSF	\$2,750,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	Go-Stop Signaling System	Upgrade the corridor's existing 4-Aspect signaling system to Go-stop. Trains not exceeding 8,500 ft, 100 TOB can run at 10 minute headways	BNSF	\$17,500,000	Southern California Megaregion	Inland Empire Corridor	San Bernardino	Los Angeles	South Coast - Central Coast

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Hobart-Commerce IMF Extended Lead Tracks Project	This project will construct extended lead tracks at the Intermodal Facility in the Los Angeles area between Commerce and Hobart at the BNSF rail yard. It will construct 32,000 feet of west lead tracks into Hobart, 3,000 feet of west lead tracks into Hobart IMF, and 10,000 feet of west lead tracks into Commerce IMF. This project will increase freight throughput and support greater capacity for intercity passenger rail and regional rail.	BNSF	\$1,200,000,000	Southern California Megaregion	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	I710 to I-5 Rail-over-Rail Flyover	This project will construct a flyover in the Los Angeles area for passenger trains over a BNSF yard. This project will permit more frequent service and improve travel times significantly for users of intercity passenger rail and regional rail and facilitate High Speed Rail service south of Los Angeles (a prerequisite to the planned future inland rail route to San Diego unaffected by sea level rise and coastal erosion).	BNSF	\$939,400,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Peninsula Corridor Electrification Program	Caltrain Electrification will electrify the corridor from San Francisco Caltrain Station to the Tamien Caltrain Station. Electrification improvements include converting diesel-hauled trains to electric trains, increasing service to six trains per peak hour per direction, and maintaining operating speed up to 79 mph.	Caltrain	\$2,440,000,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/ San Francisco Bay Area
Near Term	South San Francisco Station Improvements	Construction of a fully-accessible station with a center-boarding platform, a new pedestrian underpass for east-west connectivity, and a West Plaza for easy access to downtown South San Francisco.	Caltrain	\$96,600,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/ San Francisco Bay Area
Near Term	Guadalupe River Bridge Replacement	Replacement of the Guadalupe River Bridge in San Jose to improve reliability of Caltrain and ACE operations.	Caltrain	\$33,000,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/ San Francisco Bay Area
Near Term	San Joaquin Corridor 2nd Platforms at Modesto and Turlock-Denair Amtrak Stations Project	Construction of a 2nd platform at each of the Modesto and Turlock-Denair Amtrak Stations, including all associated infrastructure improvements (additional track; lighting; benches; shelters; signage; upgraded road crossings). Further, the project will construct a pedestrian overpass at Modesto. Eliminates passenger and freight train meets and passes at these stations. Project is necessary to eliminate delays for intercity rail passenger and freight services. To enhance safety and efficiency, a pedestrian overpass will be constructed.	Caltrans	\$36,400,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - North Coast
Near Term	Los Angeles Link Union Station Freight Project (i.e. Malabar Yard)	Constructs approximately 500 feet of new track to connect BNSF Malabar Yard with the Los Angeles Railway Junction through East 46th Street and permanently closes the 49th Street at-grade railroad crossing. The project is necessary to offset the impact of the construction of the LinkUS project and realize the passenger rail benefits associated with LinkUS, intercity passenger rail, regional transit, and freight.	Caltrans	\$84,000,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	High Desert Operational Efficiency	This project will construct two 22,500 ft staging tracks and an 11.2-mile extension to the main line. This will allow phasing and queuing as well as train passing, increasing operational efficiency and throughput.	Caltrans	\$150,466,882	Southern California Megaregion	Inland Empire Corridor	San Bernardino	Los Angeles	South Coast - Central Coast
Near Term	Track Circuit Assister to Alleviate Loss of Shunt	Test and if successful perform fleetwide modification of locomotives and cab cars to install track circuit assister devices to reduce operating delays and enhance safety by improving train detection at grade crossings.	Caltrans	\$5,000,000					
Near Term	Facility Power Supply Upgrades	Installation of trip optimization systems (TOS) and driver training that leads to more efficient operation. Reduce HEP consumption while modifying passenger comfort system for better use of HEP energy (automatic door open/closure, HVAC, lighting, windows, etc.) This project phase includes evaluating equipment facilities for electricity demand, studying the feasibility of power delivery methods, and construction of power delivery equipment.	Caltrans	\$5,460,000					
Near Term	Oakland to Sacramento Signal Upgrades	Improved reliability of signal system achieved by upgrading outdated signal equipment.	CCJPA	\$30,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Agnew Siding	0.5 mile siding in single track territory to improve fluidity of passenger train operations with added freight benefits.	CCJPA	\$10,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via East Bay)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Sacramento to Roseville Third Track Service Expansion Phase 1	Provides two additional daily roundtrips on existing passenger rail corridor for a total of three round trips per day between Roseville and Sacramento. Up to 15 new cars, 8 miles of new track, existing PTC applied, improve freight capacity by separating passenger and freight rail traffic.	CCJPA	\$214,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Roseville	Sacramento	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Davis Station Platform Replacement and Track Improvements	One new or improved station. Eliminates danger from passengers crossing active main line track to reach their train. Provide ADA accessible 8 inch above top rail platform for both main tracks. Currently only one main track served with accessible platform, other track served by boarding off pedestrian crossings. Eliminate holdout rule to improve freight train operation and corridor fluidity. Project Partners are Capitol Corridor Joint Powers Authority, City of Davis, Amtrak, and Union Pacific Railroad. Federal 80%/State, Local, Private 20% shares are for illustrative purposes only and any proposed project shares may differ.	CCJPA	\$50,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Sacramento Valley Station (SVS) Transit Center - Northside Access	Expands the existing emergency egress stairway to the portion of the Railyards development north of the Sacramento Valley Station (SVS). As the Paint Shop at SVS is being developed to include outdoor event space and a performance venue, this access project will provide alternatives to driving and parking for trips to the area.	CCJPA	\$6,014,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Camarillo Station Grade Separated Pedestrian Crossing	Enhancing operation use and UPRR tracks in the station area by improving pedestrian access and ADA compliance between station platforms and parking areas.	City of Camarillo	\$7,800,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Goleta Station Project	The Project is the development of a new multi-modal train station next to the existing Amtrak platform on South La Patera Lane with the intent to increase rail ridership. Through the completion of a full-service station, the project will improve connections to bus transit, accommodate transit service to/from the Santa Barbara Airport and the University of California Santa Barbara (UCSB), add new bicycle and pedestrian facilities, and allow accommodation for a potential future additional train storage that will support increased commuter rail needs.	City of Goleta	\$19,000,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Hercules Station	Design for a modern multimodal transit facility along the Capital Corridor route in the City of Hercules to be served by intercity rail, local bus, and proposed ferry services. The project will include associated improvements, such as a third track that is designed to bypass the station for freight operations, grade-separated access to the new platform, and increased safety measures along the corridor.	City of Hercules	\$109,530,181	Northern California Megaregion	Sacramento to San Francisco Bay Area Corridor	Sacramento	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Near Term	Arroyo Simi Bridges Rehabilitation	Rehabilitation of a series of four bridges in the vicinity of Moorpark.	City of Simi Valley	\$13,000,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chatsworth	Burbank	South Coast - Central Coast
Near Term	26th Street ROW Acquisition/West Bank Yard Relocation	Acquisition of the northern half of 26th Street to allow BNSF to construct new tracks at Hobart Yard, allowing BNSF to vacate the West Bank Yard. Relocating BNSF's West Bank Yard activity is a prerequisite to enable full utilization of the first run-through tracks at Los Angeles Union Station, which are to be operational by 2026.	LA Metro	\$296,913,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	Link US Phase A	The project will make LA's Union Station a run-through track station instead of a stub-end station, vastly improving the throughput capacity for Commuter and High Speed Rail (HSR) systems while at the same time providing adequate space for pedestrian connectivity between subway, light rail, Amtrak, Metrolink, bus, bike, shared ride, and future HSR systems.	LA Metro	\$950,000,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Seacliff Siding Extension	Upgrade and extend siding to allow passenger and freight meets.	LOSSAN	\$32,000,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	San Diego County Layover and Maintenance Facility (Full Build Out)	Will support up to three additional trains for service on existing passenger rail corridor. Two additional stations served on existing route. Will provide for a more secure and safer location to maintain the fleet, which is currently maintained each night at the San Diego station, which is open to the public. Proposed location for facility is along right-of-way owned by BNSF and improvements will be required to the existing track infrastructure allowing for faster and more frequent service on the line, which serves the Port of San Diego. Project will design and construct a new and larger layover and maintenance facility for the Pacific Surfliner in San Diego County.	LOSSAN	\$143,420,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Oxnard Station Second Platform and Leesdale Siding Extension	Partial construction of Leesdale siding between CO402 at MP 409.1 and CP O406 at 405.6. A second platform at Oxnard station is also recommended as part of this project. Enables 30-minute passenger frequencies to Oxnard	LOSSAN	\$49,000,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Honda Bluff Repair	Designs and constructs repairs significant damage to Honda bluffs.	LOSSAN	\$34,266,667	Southern California Megaregion	Central Coast to Los Angeles Corridor	San Luis Obispo	Goleta	South Coast - Central Coast
Near Term	Carpinteria Station Double Track and Second Platform	The current station in place in Carpinteria is unstaffed, contains a single 660-foot platform, a shelter, and a ticket vending machine. The funding will allow for the design and construction of a second ADA compliant platform, a new shelter for the second platform, and will refurbish the existing platform and shelter. The project also includes the addition of a pedestrian underpass that will allow passenger to access the new platform safely. Also included will be the construction of a second set of tracks and two power switches to allow train operation on both platforms.	LOSSAN	\$31,938,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Cematerio Bridge Replacement	Replaces an old steel bridge and removes existing speed restrictions for both passenger and freight. This project is necessary to improve operational flexibility and reliability by removing existing speed restrictions and to allow for expansion of service.	LOSSAN	\$18,000,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Hollister Ranch Repairs	Addresses significant bluff erosion and old rock buttresses that have failed.	LOSSAN	\$8,405,026	Southern California Megaregion	Central Coast to Los Angeles Corridor	San Luis Obispo	Goleta	South Coast - Central Coast
Near Term	Ortega Hill Bluff and Pipe Repair	Improves an area experiencing slumping and bluff erosion from surface water.	LOSSAN	\$8,405,026	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	El Capitan Bluff and Pipe Repair	Repairs a broken pipe, fill scour holes, and slope above seawalls at El Capitan in Santa Barbara County.	LOSSAN	\$4,352,513	Southern California Megaregion	Central Coast to Los Angeles Corridor	San Luis Obispo	Goleta	South Coast - Central Coast
Near Term	Honda Siding Stabilization	Rehabilitates a 1.37-mile siding north of the Honda Bridge that will allow for added capacity in the region.	LOSSAN	\$1,063,128	Southern California Megaregion	Central Coast to Los Angeles Corridor	San Luis Obispo	Goleta	South Coast - Central Coast
Near Term	Rincon Point Slope Repairs	Addresses significant areas of hill erosion above the track area along with toe erosion at the base of the slope.	LOSSAN	\$5,365,641					
Near Term	Relocate Commerce Station	Relocate Commerce station from MP 148.3 to its new location (TBC) subject to engineering feedback on its feasibility of phasing. The station could remain decommissioned until the Commerce flyover is complete. Enables CITCOM to be remodeled with extended tracks. Enables passenger and freight traffic separation	Metrolink	\$30,000,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Near Term	Serra Siding Extension	Reduces the bottleneck at San Clemente and enables 2 trains per hour and direction to operate. Includes extensions both to the north and south.	Metrolink	\$36,918,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Signal Respacing: La Palma to College, Maple to Solow, Avery to SONGS (reliability improvement)	Signal Respacing. Adds intermediate signal pairs and associated crossing work; La Palma to College, Maple to Solow, Avery to SONGS.	Metrolink	\$14,835,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Design for Orange/Olive Junction and Wye and CP SONGS to San Mateo Creek	Design for Phase 2 projects: Orange/Olive Junction and Wye, and SONGS to San Mateo Creek double track.	Metrolink	\$3,912,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Lone Hill Avenue to CP White Double Track (operational flexibility/recovery)	Double tracking from Lone Hill to White.	Metrolink	\$157,150,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Rancho Cucamonga	Los Angeles	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	South Perris Light Maintenance Facility Buildout	Construction to expand capacity at South Perris Maintenance Facility to accommodate 12 consists; 10 daily consists, plus up to 2 spares. Add full daily servicing capabilities.	Metrolink	\$153,505,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	Riverside Downtown Track & Platform Improvements (capacity improvement)	Add center platform, additional tracks, pedestrian bridge and parking on south side of the station to improve capacity for increased frequencies.	Metrolink	\$90,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	South Perris Light Maintenance Facility Environmental, Design, Property	Environmental, design, property to increase capacity at South Perris maintenance facility to accommodate 12 consists; 10 daily consists, plus up to 2 spares. Adds full daily servicing capabilities.	Metrolink	\$83,700,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	Rialto Station to CP Rancho Double Track (reliability improvement)	Double tracking from Rialto station to CP Rancho.	Metrolink	\$76,705,000	Southern California Megaregion	Inland Empire Corridor	San Bernardino	Los Angeles	South Coast - Central Coast
Near Term	Eastern Maintenance Facility	Includes the addition of a complete south storage track leveling and full build out of critical maintenance components built for productivity and noise abatement.	Metrolink	\$74,174,000	Southern California Megaregion	Inland Empire Corridor	San Bernardino	Los Angeles	South Coast - Central Coast
Near Term	Rancho Siding Extension from MP 39.2 to CP Archibald (30 min service)	Extend siding 1 mile west toward MP 39.2, and increase speed upon approach to Rancho Cucamonga station.	Metrolink	\$46,581,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Perris Valley Line Second Main Track from New CP @ MP 10.4 to CP Nuevo	Install new CP at MP 10.4 in conjunction with the Moreno Valley/March Field Station project and upgrade second track to support passenger service between CP Eastridge and CP Nuevo.	Metrolink	\$40,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	Moreno Valley/March Field Station & Track Upgrades (capacity improvement; hourly service on 91 line)	Add platform and ped overpass. Rehab 2nd track from CP Eastridge to new CP at MP 10.4, and add new signal system. Includes Moreno Valley siding.	Metrolink	\$32,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	El Monte Station Ped Improvements and Siding Extension	Eliminates hold out rule and adds pedestrian safety treatments at ends of station to allow meets at mid-platform. Extends platform westward, extends siding track west toward flyover. Upgrade to higher speed switch and add new signaling.	Metrolink	\$22,158,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Rancho Cucamonga	Los Angeles	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Perris Valley Line Service Improvement & Capacity Study	Initial project work to develop plan for operating additional service.	Metrolink	\$361,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Near Term	Brighton to Roxford Double Track (30 min south of Santa Clarita, plus hourly peak express service)	Double tracking to allow meets at Sylmar/San Fernando. Reconfigure San Fernando/Sylmar, Sun Valley, and Burbank Airport stations to allow boarding from both tracks.	Metrolink	\$217,028,000	Southern California Megaregion	Antelope Valley Corridor	Santa Clarita	Burbank	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Moorpark to Simi Valley Double Track, and replace Arroyo Simi Bridges.	Double tracking from Moorpark to CP Madera. Replace and realign Arroyo Simi Bridges. Reconfigure Moorpark station to allow 2-3 trains to turn at the station.	Metrolink	\$203,378,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chat sworth	Burbank	South Coast - Central Coast
Near Term	Raymer to Bernson Double Track (reliability improvement)	Double tracking from CP Raymer MP 453.1 to CP Bernson MP 446.7.	Metrolink	\$181,070,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chat sworth	Burbank	South Coast - Central Coast
Near Term	Moorpark Area Maintenance Facility Buildout	Construction for new Moorpark area maintenance facility, in the vicinity of Moorpark Station, needed to support 15-min service between LA and Santa Clarita.	Metrolink	\$153,505,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chat sworth	Burbank	South Coast - Central Coast
Near Term	Norwalk Blvd/Los Nietos Road Grade Separations	Grade separations at Norwalk Blvd and Los Nietos Road in the City of Santa Fe Springs to improve safety and operational reliability for passenger, freight, and HSR trains.	Metrolink	\$129,140,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Palmdale to Lancaster Double Track, and reconfigure station platforms at Palmdale and Lancaster stations. (Hourly & 30- min service)	Double tracking between Palmdale and Lancaster stations to allow at-speed meets and allow trains to originate/terminate at LCS without affecting trains running in opposite direction. Includes 1 crossover between stations.	Metrolink	\$128,167,000	Southern California Megaregion	Antelope Valley Corridor	Lancaster	Palmdale	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	East Ventura Area Maintenance Facility Environmental, Design, Property	Environmental and design for new East Ventura area maintenance facility, in the vicinity of East Ventura Station.	Metrolink	\$55,621,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chat sworth	South Coast - Central Coast
Near Term	Lancaster Outlying Point Storage Tracks, and Design for Maintenance Facility (Build-out is in Pkg C)	Preliminary design for a Lancaster Area Light Maintenance Facility separate from the station. Construction of additional 2 - 1000 ft yard storage tracks, with full toilet dump facilities. Also, prepares design for Lancaster Area Light Maintenance Facility.	Metrolink	\$55,620,000	Southern California Megaregion	Antelope Valley Corridor	Lancaster	Palmdale	San Jose/San Francisco Bay Area - Central Valley-Los Angeles

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Moorpark Area Maintenance Facility Environmental, Design, Property	Environmental and design for new Moorpark area maintenance facility, in the vicinity of Moorpark Station.	Metrolink	\$55,620,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chatsworth	Burbank	South Coast - Central Coast
Near Term	Double Track between CP Saugus and CP Hood (15 min service)	Double track between CP Canyon (Newhall siding) and CP Hood (Canyon) to allow 15- minute service between LA and Santa Clarita.	Metrolink	\$43,898,000	Southern California Megaregion	Antelope Valley Corridor	Santa Clarita	Burbank	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	New Siding Between Tunnels 27 and 28. (MP 443.8-443.24) (15 min service)	New siding between Tunnels 27 and 28.	Metrolink	\$39,332,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chatsworth	Burbank	South Coast - Central Coast
Near Term	Balboa Siding Extension and Speed Improvement (allows at- speed meets)	Extend siding approx. 1.2 miles from CP Balboa to MP 26.5 to allow at-speed meets. Improve operating speed by 10 mph. Improve siding speed from 30 mph to 60 mph.	Metrolink	\$33,578,000	Southern California Megaregion	Antelope Valley Corridor	Santa Clarita	Burbank	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Chatsworth Station & Signal Improvements (hourly service)	Speed increase upon approach to allow meets at platform without loss of time.	Metrolink	\$25,158,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chatsworth	Burbank	South Coast - Central Coast
Near Term	Burbank Junction Speed Improvements (30 min service)	Adds 1 new 60 mph crossover and replace existing 25/25 switch at CP Olive to allow at- speed meets at Burbank Jct without delay.	Metrolink	\$17,950,000	Southern California Megaregion	Antelope Valley Corridor	Santa Clarita	Burbank	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Signal Respacing: Lancaster to McGinley (capacity improvement)	Signal Respacing. Adds intermediate signal pairs and associated crossing work: Lancaster to McGinley.	Metrolink	\$14,835,000	Southern California Megaregion	Antelope Valley Corridor	Santa Clarita	Burbank	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Marengo Siding Extension	Extend siding approx. 1 mile east toward CSULA.	Metrolink	\$9,675,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Rancho Cucamonga	Los Angeles	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Ventura County Line Service Improvement & Capacity Study	Initial project work to develop plan for operating additional service on host railroad property.	Metrolink	\$541,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Placentia Station Platform	Additional station for Metrolink 91 services. Increased passenger coverage for Metrolink 91 services.	Metrolink	\$35,000,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Simi Valley Double Track & Platform Expansion (30 mins)	Double track from MP 436.65 to CP Santa Susana to allow at-speed meets at 437.4. Add 2nd platform at Simi Valley station to allow boarding from both tracks.	Metrolink	\$69,501,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Moorpark/Chatsworth	Burbank	South Coast - Central Coast
Near Term	Riverside Line Service Improvement & Capacity Study	Initial project work to develop plan for operating additional service on host railroad property.	Metrolink	\$541,000					
Near Term	San Diego Convention Center Station	New station at San Diego Convention Center. TBD regular revenue service or special event only.	NCTD	\$52,920,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	San Onofre-Pulgas Phase 2	Stage 2 of this project includes the construction of a 1.6 mile segment of second main track (MP216.5 to MP 218.1) and bridges at MP 217.3 and MP 218.0.	NCTD	\$31,440,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Sorrento Valley Blvd Safety Improvements	Construct near-side signals between Sorrento Valley station and Sorrento Valley Blvd to reduce conflicts with heavy traffic congestion.	NCTD	\$3,980,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Orange County Maintenance Facility	New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	OCTA	\$100,000,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	San Juan Creek Bridge replacement	This project will replace the existing 100-year old railroad bridge over San Juan Creek in San Juan Capistrano. The existing bridge foundation does not meet current design standards and the bridge itself does not meet current railroad design load standards. The new bridge will be built on the western side of the existing bridge to minimize interruption to passenger and freight.	OCTA	\$38,333,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Cyprus Shores San Clemente Stabilization	Builds upon prior work on the area to stabilize coastal erosion that caused activation of an ancient landslide.	OCTA	\$12,500,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Orange County Coast Long Term Environmental and Engineering	Analyzes and proposes solutions to various coastal issues in southern Orange County.	OCTA	\$15,000,000	Southern California Megaregion	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Songs Siding Extension	The project provides 1.55 miles of new siding track and includes two new bridges.	SANDAG	\$53,322,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Sorrento to Miramar Phase 2	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0). The project also includes a retaining wall construction, over 1 million cubic yards of earthwork excavation, and ROW acquisitions throughout.	SANDAG	\$229,072,462	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	San Dieguito Double Track and Platform – the Del Mar Fairgrounds Special Events Platform	2.1 miles of second main track and San Dieguito bridge replacement for north of CP Valley (MP 242.2) to CP Del Mar (MP 243.9). Includes construction of a special event platform at the Del Mar Fairgrounds.	SANDAG	\$186,200,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Del Mar Tunnel - 2 PE/ENV	Preliminary Engineering, environmental clearance, and public outreach for the Del Mar Tunnel.	SANDAG	\$115,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	San Diego Sorrento Valley Realignment Project	Conduct planning, alternatives analysis, and public outreach for the Del Mar Tunnel.	SANDAG	\$100,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	La Costa to Swami Double Track	Adds 2.9 miles of double track in the City of Encinitas from CP La Costa (MP 235.1) to CP Swami (MP 238.0). (Note that this project may be split at CP Moonlight located north of Encinitas Blvd.)	SANDAG	\$87,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Eastbrook to Shell Double Track (San Luis Rey River Bridge)	Second main track between CP Eastbrook (MP 225.3) and CP Shell (MP 225.9) and replacement of San Luis Rey River Bridge (MP 225.4).	SANDAG	\$84,693,701	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Near Term	Batiquitos Lagoon Double Track Project	The project will add .75 miles of second mainline rail track from Avenida Encinas in Carlsbad to La Costa Avenue in Encinitas across the Batiquitos Lagoon. The project also includes replacing a wooden trestle bridge, built in the 1930s, with a modern, double-track concrete rail bridge.	SANDAG	\$72,930,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Del Mar Bluffs Phase 5	The DMB5 project secures the bluffs for the next 20 to 30 years, improves seismic resistance, and re-analyzes bluff retreat.	SANDAG	\$70,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Poinsettia Station Improvements	Includes inter-track fencing and other amenities and allow for removal of hold-out rule.	SANDAG	\$29,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Del Mar Bluffs Stabilization-6	This phase of the project will construct the following improvements at locations between MP 244.1 and MP 245.7: bluff toe protection, retaining walls, drainage improvements and erosion control measures.	SANDAG	\$20,010,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Quiet Zones	To reduce noise around 20 at-grade rail crossings for nearby residents and businesses, quiet zones would need to be established throughout the LOSSAN rail corridor (excluding Laurel Street, Coast Boulevard and Chesterfield Drive).	SANDAG	\$16,660,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Signal Respacing and Optimization Improvements	New eastbound and westbound signals.	SANDAG	\$16,660,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Rose Canyon Bridge Replacements	Replaces three aging timber trestle railway bridges at MP 254.7, 255.1 and 255.3.	SANDAG	\$15,190,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Sorrento Valley Crossover	Construct a universal crossover near Sorrento Valley Station.	SANDAG	\$5,240,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	San Onofre Bridges	Replacement of three timber trestle railway bridges at MP 207.6, 207.8 and 209.9.	SANDAG	\$13,641,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - North Coast
Near Term	Santa Cruz County Branch Line - Environmental	PA/ED funding for development of the rail/trail corridor.	SCCRTC	\$20,000,000	Central Coast	Coast Route Corridor	Santa Cruz	Pajaro Station/Watsonville	Central Coast - San Jose/ San Francisco Bay Area
Near Term	San Diego Metropolitan Transit System Yard Improvements	Increase capacity of the San Diego MTS yard located adjacent to the 12th and Imperial Trolley Station.	SDMTS	\$12,900,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Madera Station Relocation	The existing Madera San Joaquins Station, which is nearly three miles north of Madera, has extremely low ridership and lacks connecting bus service in the area due to its location. The San Joaquin Joint Powers Authority (SJJPA), in coordination with local leaders, has been planning to relocate the Madera Station to a location near Avenue 12 to better meet regional goals of improving ridership and connectivity.	SJJPA	\$35,585,000	San Joaquin Valley	CA High Speed Rail Phase 1 Corridor	Merced	Bakersfield	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Oakley Station	Design and construct a new station and platform in the Oakley Civic Center on the San Joaquins route between Oakland and Stockton. This station is five miles from the existing Antioch/Pittsburg Station and will serve the communities of Oakley and Brentwood.	SJJPA	\$8,623,119	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Martinez	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Sacramento Subdivision Track Improvements	Two additional daily round-trips on existing passenger rail corridor. PA&ED DEIR Circulating Final/CTC June 2027 - Component of the Valley Rail Project.	SJJPA	\$149,077,766	San Joaquin Valley	Northern San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Valley Rail Stations: Old North Sacramento	Supports increased service between Stockton and Sacramento on the UP Sacramento Subdivision.	SJJPA	\$22,417,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Stockton Diamond	Construction of a rail to rail grade separation between UPRR and BNSF in Stockton California. Major increase in network fluidity in the San Joaquin Valley, elimination of freight interference between both Class I railroads. Overall reduction of freight interference with vehicles and pedestrians in the corridor.	SJJPA	\$290,553,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - North Coast
Near Term	Stockton Maintenance Facility Lead Track and Stockton Wye		SJJPA	\$32,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	BNSF Projects – Empire Crossover	This reliability improvement will allow trains along the San Joaquins route to switch from one main track to the other, providing more opportunities to avoid delay due to interference from other train traffic.	SJJPA	\$4,814,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Pleasant Grove Siding Extension	The Pleasant Grove Siding Passenger Rail Operational and Capacity Improvements project will extend the existing siding that begins just south of Howsley Road in Sutter County to the north just past Catlett Road. The project will allow implementation of the \$1.3 billion Valley Rail program, expanding the ACE service to run up to four (4) daily round trips to Natomas. This will help increase the transportation options for residents throughout the corridor and enable the future ACE expansion to Marysville and Butte County. The project will reduce freight-passenger train conflicts, increase passenger train speeds and reliability, and improve the on-time performance of the ACE service. The project is located on UPRR Sacramento Subdivision from MP 157.1 to MP 157.8	SJRRC	\$6,850,000	Northern California Megaregion	Sacramento Valley Corridor	Chico	Sacramento	Sacramento Valley - Oregon Border
Near Term	Fremont Platform Extension	The project will extend the platform at Fremont station by 400 feet to accommodate longer 10-car trains.	SJRRC	\$5,770,000	San Joaquin Valley	Altamont Corridor	Stockton	San Jose	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project	The Elk Grove to Philips Siding Rail Operational and Capacity Improvements Project would be constructed between mile post 121.3 and mile post 123.9 along the UPRR Sacramento Subdivision. The project will upgrade and extend the existing Philips Siding creating an approximately 4.4-mile-long second main track that will serve trains entering the proposed North Elk Grove Station. The existing siding switches will be upgraded to allow for increased train speed. The project will also include modifications to numerous existing private and public crossings, bridges, and culverts within the project limits. The siding extension and upgrades will allow the ACE service to operate up to four (4) daily rounds trips to Natomas increasing the transportation options for residents throughout the corridor.	SJRRC	\$53,316,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Stanislaus River Bridge (MP 104.39)	Upgrades to Stanislaus River Bridge. This project supports the extension of ACE Service between Lathrop and Ceres/Merced.	SJRRC	\$45,370,000	San Joaquin Valley	Northern San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	Pollock to South Sacramento Yard Extension	The South Sacramento Siding Passenger Rail Operational and Capacity Improvements project would be constructed just to the southeast of Sacramento Executive Airport, from Florin Road to north of 47th Avenue. There are currently two (2) existing sidings within the project area, the South Pollock, and South Sacramento Sidings. The project will construct 1.3 miles of new track to connect each of the existing sidings and upgrade the siding switches and the line and surface of the tracks to increase speeds. The project will require relocating 13 metal utility poles. The connection of the sidings will allow ACE to run up to four (4) trains to Natomas increasing the transportation options for residents throughout the corridor. The project is located on the UPRR Sacramento Subdivision from MP 132.8 to MP 134.1.	SJRRRC	\$26,660,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Thornton Siding Upgrade/Extension	Upgrade and extension of Thornton Siding in the City of Sacramento to support additional San Joaquins and ACE Service between Stockton and Sacramento on the UPRR Sacramento Subdivision.	SJRRRC	\$14,488,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	South Sacramento Yard Rehab	South Sacramento Yard Rehab supports additional San Joaquins and ACE Service between Stockton and Sacramento on the UPRR Sacramento Subdivision.	SJRRRC	\$9,156,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Pollock Siding Upgrade (MP 131.8 to 132.8)	Upgrades to Pollock Siding from MP 131.8 to MP 132.8. This will enable additional San Joaquins and ACE Service between Sacramento and Stockton on the UP Sacramento Subdivision.	SJRRRC	\$5,535,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Modesto Station (UPRR Sub)	Construction of new Valley Rail Station: Modesto Station. This project will support the ACE Extension along the UP Fresno Subdivision between Stockton and Merced.	SJRRRC	\$112,100,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Ceres Station	Construction of new Valley Rail Station: Ceres Station. This project will support the ACE Extension along the UP Fresno Subdivision between Stockton and Merced.	SJRRRC	\$82,618,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Lathrop Wye	Improvements to the Lathrop Wye including addition of an Oakland to Fresno Subdivision Connection, which will enable continuous service between Ceres/Merced and San Jose without requiring the ACE Train to reverse direction.	SJRRRC	\$49,575,000	San Joaquin Valley	Altamont Corridor	Merced	San Jose	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	North Lathrop Transfer Station	Construction of new Valley Rail Station: North Lathrop Transfer Station. This station will allow passengers traveling from Merced on Sacramento-bound trains to transfer to San Jose-bound trains in Lathrop.	SJRRRC	\$43,020,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Tuolumne River Bridge and track extension (MP 113.69 to 114.63)	This bridge and track extension over the Tuolumne River supports the ACE Extension from Lathrop to Ceres/Merced.	SJRRRC	\$33,572,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Merced Station	Upgraded station for ACE Merced service.	SJRRRC	\$20,160,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Platform Extensions (Lathrop/Manteca, Tracy, Vasco, Livermore, Pleasanton)	Platform Extensions at Lathrop/Manteca, Tracy, Vasco, Livermore and Pleasanton. These extensions at existing ACE train stations are needed to accommodate longer trains for the ACE service.	SJRRRC	\$15,830,000	San Joaquin Valley	Altamont Corridor	Stockton	San Jose	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Hammer Lane Siding Upgrade	Siding Upgrade along the Sacramento Subdivision to accommodate Valley Rail Service between Stockton and Sacramento.	SJRRRC	\$9,725,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Lathrop/Manteca Shuttle Pullout	The intent of this project is to provide a new shuttle pullout along West Yosemite Avenue adjacent to the Lathrop/Manteca ACE Train Station.	SJRRRC	\$904,700	San Joaquin Valley	Altamont Corridor	Stockton	San Jose	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Sacramento Sub - Upgrade for Rideability	Track upgrades for rideability/smoothier ride.	SJRRRC	\$18,729,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Sacramento Subdivision Curve Improvements, Rail Engineering	Additional roundtrips on ACE and San Joaquins using the UP Sacramento Subdivision route between Natomas and Stockton.	SJRRRC	\$1,312,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	King City Station	Provides an additional local stop on the Coast subdivision for immediate use by the Coast Starlight and longer-term use by the intercity trains along the coast. The initial project is a platform with the longer-term project being led by the city to develop a multimodal station.	SLOCOG	\$27,200,000	Central Coast	Coast Route Corridor	Salinas	San Luis Obispo	Central Coast - San Jose/ San Francisco Bay Area
Near Term	SMART Windsor to Healdsburg Extension, with pathway	Track extension north from Windsor to Healdsburg and Healdsburg station development	SMART	\$160,399,230	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Larkspur	San Jose/San Francisco Bay Area - North Coast

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	SMART Airport to Windsor Extension, with pathway	This extension will complete the reconstruction of 3.1-miles of the publicly owned SMART railroad system, including passenger commuter rail, short line freight rail, and paved bicycle/pedestrian pathway facilities, between the northern terminus of SMART's current commuter rail system at Sonoma County Airport Station and the Town of Windsor.	SMART	\$65,000,000	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Larkspur	San Jose/San Francisco Bay Area - North Coast
Near Term	Gilroy to Salinas	Track and signal improvements on the segment between Gilroy and Salinas to facilitate the Salinas Extension service	TAMC	\$81,000,000	Central Coast	Coast Route Corridor	San Jose	Salinas	Central Coast - San Jose/San Francisco Bay Area
Near Term	Salinas Layover Facility	Construct a train layover facility connected to the Coast Mainline. Construct train crew base building and storage shed, fencing and lighting. Construct new platform.	TAMC	\$27,300,000	Central Coast	Coast Route Corridor	Gilroy	Salinas	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Pajaro Station - Environmental	Additional station improvements to accommodate through service on the coast and connections to Santa Cruz	TAMC	\$16,000,000	Central Coast	Coast Route Corridor	Castroville	Monterey	Central Coast - San Jose/San Francisco Bay Area
Near Term	Gilroy Station and Track Improvements	New track work to connect the Gilroy yard/station track to the Union Pacific mainline track. Improved vehicle/pedestrian grade crossing improvements at Luchessa Avenue and 10th Street	TAMC	\$16,000,000	Central Coast	Coast Route Corridor	San Jose	Salinas	Central Coast - San Jose/San Francisco Bay Area
Near Term	Valley Link IOS - Southfront to Dublin/Pleasanton	Initial Valley Link Service from Dublin/Pleasanton to Southfront road in the City of Livermore. Southfront road location is between 3,700 feet and 6,000 feet from the existing Vasco Road ACE Station.	Valley Link	\$1,346,600,000	San Joaquin Valley	Altamont Corridor	Livermore	Tri-Valley Hub	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Container Terminal Support Facility.	This project will construct on an 80-acre facility providing chassis staging/storage to serve POLA/POLB, as well as Rail (Alameda Corridor terminus) Highway grade separation for unimpeded access to the chassis facility		\$200,000,000	Central Coast	Coast Route Corridor	San Luis Obispo	Goleta	
Near Term	CP Songs to San Mateo Creek	Construction of a second main track between the county line (between Orange and San Diego counties) at MP 207.4 and MP 208.2. The limits of the project include the structures across San Mateo Creek, Br 207.6 and the bridge across the wetland, Br. 207.8.		\$33,400,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Olive, Orange and San Diego Subdivision	Targeted siding extensions and bridge replacements to increase freight and passenger varying capacity.		\$150,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Near Term	Fullerton Junction to Riverside Triple Track Completion	Adds additional track capacity for increased passenger train frequencies between Fullerton and Riverside and reduces conflicts with freight trains accessing rail yards along the corridor.		\$350,000,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Ventura and Santa Barbara County Siding Extensions and Double Track.	Siding and track extension and double tracking between Ventura and Santa Barbara County.		\$100,000,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Valley Subdivision	Targeted double track and siding extensions that allow more freight and passenger train capacity.		\$150,000,000	Southern California Megaregion	Antelope Valley Corridor	Palmdale	Santa Clarita	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Diridon Integrated Station Concept (DISC)	The Diridon Integrated Station Concept (DISC) project will help San Jose Diridon Station handle new passengers and transfers from increases from existing service and new services as it becomes one of the busiest intermodal stations on the West Coast. Electrified Caltrain, High-Speed Rail, and the BART extension to San Jose will add to the existing VTA bus and light rail, ACE train and Amtrak & State-Supported rail services already serving Diridon station. Additional transit-oriented developments will also be permitted by the City of San Jose in the Vicinity of Diridon Station.	**Multiple	\$3,263,000,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/San Francisco Bay Area
Mid Term	BNSF Modesto Crossover and CP Lake to CP West Escalon	BNSF track work at Modesto Crossover and CP Lake to CP West Escalon. This track work will support for continuous double-tracking for the San Joaquins between Stockton and Modesto.	**Multiple	\$27,500,000	San Joaquin Valley	Norther San Joaquin Valley Corridor	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Coachella Valley Rail	Addition of a third main track for 77.5 miles from Colton to Coachella with additional passing sidings; five new stations and improvements to the existing Palm Springs station; and a new light maintenance facility.	**Multiple	\$1,572,435,000	Southern California Megaregion	Coachella/Arizona Corridor	Indio	Riverside/San Bernardino	Southern California - Southern Nevada/Arizona Corridor
Mid Term	Riverside to Colton Third and Fourth Track	Adds additional section of Third and Fourth main track including bridge expansions to allow additional flow of passenger trains and improved reliability.	**Multiple	\$150,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast
Mid Term	King City Station - Phase 2	Full build out of the Multimodal Transportation Center which, in addition to the phase 1 improvements, will include an enhanced station, parking, and bus stop reconfiguration to allow for seamless integration between services.	**Other	\$18,000,000	Central Coast	Central Coast to Los Angeles Corridor			Central Coast - San Jose/San Francisco Bay Area

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Mid Term	Perris Valley Line Second Main Track Project - Phase 2	Construct remaining sections of second main track along the PVL (were possible) and expanded platforms at Hunter Park/UCR and Perris Downtown Stations. The upgrades would include new tracks with crossovers, signals, and PTC.	**Other	\$150,000,000	Southern California Megaregion	Inland Empire Corridor	Riverside	Hemet	South Coast - Central Coast
Mid Term	Norwalk Siding Extension	4th track from Telegraph Rd to CP West Norwalk. Provides passenger meet opportunities and raise capacity supply on M3 from 144 to 288 slots per day.	BNSF	\$112,125,000	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Mid Term	Fullerton to Coyote 4th Track Connection	4th track connection between Buena Park station siding and Fullerton station siding. Provides passenger meet opportunities and raise capacity supply on M3 from 144 to 288 slots per day.	BNSF	TBD	South Coast	Los Angeles to San Diego Corridor	Los Angeles	Fullerton	South Coast - Central Coast
Mid Term	Colton IMF Leads	Double leads into Colton IMF for eastbound and westbound freight traffic.	BNSF	TBD	Southern California Megaregion	Inland Empire Corridor	San Bernardino	Los Angeles	South Coast - Central Coast
Mid Term	MP34 to LA Sierra 4th Track	4th track connection between West Corona and La Sierra stations. Provides passenger meet opportunities and raise capacity supply on M3 from 144 to 288 slots per day.	BNSF	TBD	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast
Mid Term	Riverside Siding Extension	4th track connection between MP 12 and Riverside Downtown station. Provides passenger meet opportunities and raise capacity supply on M3 from 144 to 288 slots per day.	BNSF	TBD	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast
Mid Term	Esperanza Siding	Shift existing Esperanza staging track. Provides additional staging opportunity between Lenwood and ACTA	BNSF	TBD	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast
Mid Term	South Bay Shared Maintenance Facility	Development of a shared maintenance facility south of Diridon station to accommodate layover and maintenance activities for regional and intercity services.	Caltrans	\$500,000,000	Northern California Megaregion	North Coast Corridor			San Jose/San Francisco Bay Area - North Coast
Mid Term	South Bay Connect	Improvements to Coast Subdivision for increased service speeds and frequencies between San Jose and Oakland. Track and right-of-way improvements, introduction of optimized rail schedules that better use capacity available under existing and enhanced railroad agreements across all intercity and regional rail service providers.	CCJPA	\$349,442,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via East Bay)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Mid Term	Sacramento to Roseville Third Track Service Expansion Phase 2	Provides seven additional daily roundtrips on existing passenger rail corridor for a total of 10 daily roundtrips (when added to the one existing and the two enabled by phase 1), up to 20 new cars, 10 miles new track, existing PTC applied, improve freight capacity by separating passenger and freight rail traffic.	CCJPA	\$340,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Roseville	Sacramento	San Jose/San Francisco Bay Area - North Coast
Mid Term	Del Mar Tunnel - 2 PE/ENV	Preliminary Engineering, environmental clearance, and public outreach for the Del Mar Tunnel.	LOSSAN	\$75,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Del Mar Bluffs 50 Year - 1	Building on the previous 4 Del Mar Bluffs Stabilization projects, this project identifies stabilization needs to support the tracks for 50 years.	LOSSAN	\$68,700,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Del Mar Bluffs 50 Year - 2	Building on the previous 4 Del Mar Bluffs Stabilization projects, this project identifies stabilization needs to support the tracks for 50 years.	LOSSAN	\$33,500,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Del Mar Bluffs Stabilization - 4	Stabilize the most urgent areas of the Del Mar Bluffs repairing drainage structures and erosion control.	LOSSAN	\$18,500,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Orange County Maintenance Facility - Full Buildout	New maintenance facility in Irvine, required prior to increasing services on OC and IE-OC Lines	Metrolink	\$153,200,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Mid Term	Signal Respacing: Maple to Solow	Respace existing intermediate signals.	Metrolink	\$4,900,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Mid Term	Prado to Colton Third Track	Fullerton to Riverside Downtown investments (SCORE) Third track. Provides passenger only third track between Fullerton and Riverside Downtown	Metrolink	\$334,278,000	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast
Mid Term	Orange - Olive Junction Improvements and Wye	The existing wye consists of a single, uncontrolled track and will require modifications to provide PTC-ready track and signal systems. A new crossover will need to be constructed west of the existing wye. Existing ties will be replaced with concrete ties. New control points will be installed. Grade crossings will need to be upgraded to meet quiet zone requirements. A drainage system that includes grading and new catch basins may be necessary pending further preliminary investigation.	Metrolink	\$32,635,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Mid Term	Signal Respacing: La Palma to College	Respacing of intermediate signals.	Metrolink	\$4,900,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Fullerton To Esperanza Third Track	Fullerton to Riverside Downtown investments (SCORE) Third track. Provides passenger only third track between Fullerton and Riverside Downtown	Metrolink	\$96,500,000	Southern California Megaregion	Inland Empire Corridor	Riverside/San Bernardino	Fullerton	South Coast - Central Coast
Mid Term	Carlsbad Village Trench	Grade separation of the railroad tracks in Carlsbad Village Area	SANDAG	\$245,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Del Mar Bluffs Stabilization - 5	Adds slope stability improvements of the Del Mar Bluffs in the City of Del Mar. This phase of the project will construct the following improvements at location between MP 244.1 and MP 245.7: deep driven piles to provide seismic stability to portions of the bluff, retaining walls, drainage improvements, and erosion control measures.	SANDAG	\$71,990,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Lead A	This project involves the addition of a 0.8-mile-long segment of second main track from CP Moonlight (MP 237.2) to CP Swami (MP 238.0). The project includes construction of a second main track, construction of a single-track bridge across Encinitas Boulevard, crossing improvements at D and Estreet, station and parking area modifications at Encinitas Station (to accommodate the new second track), modifications to the existing bus terminal facility, grade separated pedestrian crossing with inter-track fencing, and construction of associated site improvements.	SANDAG	\$50,930,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	La Costa to Moonlight Double Track	Adds 2.1 miles of double track in the City of Encinitas from CP La Costa (MP 235.1) to CP Moonlight (237.2.)	SANDAG	\$40,240,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Mid Term	Santa Cruz County Branch Rail Line	Zero emission passenger rail on the Santa Cruz Branch Line from Santa Cruz to Pajaro (excludes PA/ED)	SCCRTC	\$458,000,000	Central Coast	Coast Route Corridor	Santa Cruz	Pajaro Station/Watsonville	Central Coast - San Jose/San Francisco Bay Area
Mid Term	BNSF CP East Sandrini to CP West Elmo Double Track	Connects existing sidings to create second mainline track. Needed to extend 8th and 9th daily San Joaquin round trips from Fresno to Bakersfield and to improve on-time performance.	SJJPA	\$20,000,000	San Joaquin Valley	CA High Speed Rail Phase 1 Corridor	Merced	Bakersfield	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	BNSF CP East Modesto Empire to CP West Denair Double Track	Connects existing sidings to create second mainline track. Needed to extend 8th and 9th daily San Joaquin round trips from Fresno to Bakersfield and to improve on-time performance.	SJJPA	\$73,477,757	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Union City Hub	Valley Rail/ACE connection to Union City/BART. Track improvements, layover track, and station expansion at Union City/BART creating the Tri-City Mid Term Hub Station.	SJRRRC	\$200,000,000	Northern California Megaregion	San Francisco Peninsula Corridor		Union City	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	SMART Healdsburg to Cloverdale Extension, with pathway	Reconstruct infrastructure under public ownership that cannot currently be used such that it creates public benefit. Project will facilitate the reduction of emissions, increased transit ridership, support of freight rail investments, improved access to high-speed internet for public institutions, and enables the City of Healdsburg and the City of Cloverdale to consider land use changes that could be made with the introduction of high quality transit service.	SMART	\$308,045,931	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Larkspur	San Jose/San Francisco Bay Area - North Coast
Mid Term	SMART Yard Capacity Expansion	Expansion of SMART maintenance and layover facilities to accommodate service expansion.	SMART	\$25,000,000	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Larkspur	San Jose/San Francisco Bay Area - North Coast
Mid Term	Pajaro Station	New rail platform. Automobile and bike parking.	TAMC	\$80,000,000	Central Coast	Coast Route Corridor	Santa Cruz	Pajaro Station/Watsonville	Central Coast - San Jose/San Francisco Bay Area
Mid Term	Soledad Station	Provides an additional local stop on the Coast subdivision for immediate use by the Coast Starlight and longer-term use by the intercity trains along the coast.	TAMC	\$27,200,000	Central Coast	Coast Route Corridor	Salinas	San Luis Obispo	Central Coast - San Jose/San Francisco Bay Area
Mid Term	Castroville Station	The Castroville Station will serve as a connection point for passengers coming from the Monterey Peninsula to board new passenger rail service on the Coast mainline tracks between Salinas and the San Francisco Bay Area.	TAMC	\$27,200,000	Central Coast	Coast Route Corridor	Santa Cruz	Pajaro Station/Watsonville	Central Coast - San Jose/San Francisco Bay Area
Mid Term	DTX San Francisco Downtown Extension	Extension of existing Caltrain and future HSR track from the existing 4th and King Caltrain terminal to the existing vaults below Salesforce Transit Center.	TJPA	\$5,000,000,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/San Francisco Bay Area

Project Time Horizon	Capital Project Name	Capital Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Mid Term	Valley Link Phase 2 - Mountain House	Incremental cost for Valley Link project to provide service to Mountain House.	Valley Link	\$554,520,000	San Joaquin Valley	Altamont Corridor	Tracy	Tri-Valley Hub	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	San Mateo Creek Double Track	Construction of a second main track between the county line (between Orange and San Diego counties) at MP 207.4 and MP 208.2. The limits of the project include the structures across San Mateo Creek, Br 207.6 and the bridge across the wetland, Br. 207.8.		\$33,400,000	South Coast	Los Angeles to San Diego Corridor	Fullerton	Oceanside	South Coast - Central Coast
Long Term	Link21 Program	This program includes funding to implement Link21, providing new transbay rail service between San Francisco and Oakland, including new stations in the East Bay and San Francisco, supporting infrastructure throughout the 21 county megaregion including significant track, station, and crossing projects.	**Multiple	\$30,000,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via San Francisco)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Long Term	High-level Carquinez Crossing	Replace and enhance a high-level crossing over the Carquinez Strait to accommodate future service frequencies, including Link21.	CCJPA	\$12,000,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Suisun-Fairfield	Richmond	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Long Term	Reno Service Expansion	Reno Service Expansion	CCJPA	\$79,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Roseville	Sacramento	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Long Term	Del Mar Tunnel - 3 FD/CON	Design and Construction of the Del Mar Tunnel.	LOSSAN	\$2,035,980,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	Sorrento to Miramar Phase 2	Construction of second main track and curve realignment from temporary CP Scripps (MP 251.2) to CP Miramar (MP 253.0).	LOSSAN	\$136,400,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	Carlsbad Village Double Track	Construction of 1.0 mile of second main track from CP Longboard (MP 228.4) to CP Carl (MP 229.5) in Carlsbad. Includes new bridge over Buena Vista Lagoon.	LOSSAN	\$62,200,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	COASTER Extension to National City	Extend COASTER and Pacific Surfliner Service to National City along BNSF tracks. Rehabilitate existing BNSF tracks to include signalization and PTC	NCTD	\$900,000,000	South Coast	Los Angeles to San Diego Corridor	San Diego	San Ysidro/Tijuana	South Coast - Central Coast
Long Term	Stuart Mesa Maintenance Facility Capacity Enhancement	Increase capacity of Stuart Mesa Maintenance Facility located on Camp Pendleton Marine Corp Base.	NCTD	\$47,000,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	Camp Pendleton Station	Construction of new station/platform on Camp Pendleton adjacent to the Stuart Mesa Maintenance Facility.	NCTD	\$46,400,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	UTC Tunnel	Design and construction of the Miramar Tunnel.	SANDAG	\$2,610,210,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	SMART Rail Freight Improvements	Extend the SMART service east-west from Novato to Suisun. PTC, track and siding expansions (including freight spurs, if required), bridge improvements.	SMART	\$90,000,000	Northern California Megaregion	North Bay Rail Corridor	Cloverdale	Larkspur	San Jose/San Francisco Bay Area - North Coast
Long Term	Castroville - Monterey segment	This project is part of the larger Monterey Regional (Around the Bay) service; which includes track, signal, and structure upgrades.	TAMC	\$222,700,000	Central Coast	Coast Route Corridor	Castroville	Monterey	Central Coast - San Jose/San Francisco Bay Area
Long Term	Northern Central Coast Maintenance Facility	Northern Central Coast facility for the Santa Cruz, Monterey Regional and Intercity trains terminating/serving Salinas.	TAMC	\$43,300,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Jose	Salinas	Central Coast - San Jose/San Francisco Bay Area
Long Term	Dumbarton Transit Crossing	Integrated Transit service across Dumbarton rail bridge.	TBD	\$2,000,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via East Bay)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Long Term	Valley Link - Full Phase 1 to North Lathrop	Full implementation of phase 1 service transports passengers between a Lathrop transfer station with existing and future ACE services and a connection with BART at the Dublin/Pleasanton Station. In 2040, peak services will meet every BART train at 12-minute intervals.	Valley Link	\$1,017,880,000	San Joaquin Valley	Altamont Corridor	Stockton	Tri-Valley Hub	San Jose/San Francisco Bay Area - Central Valley-Los Angeles

Appendix 3.2

Capital Projects - Fleet Projects

Description:

A compilation of Fleet Capital Projects in the state to support the Rail Plan vision. Descriptions, costs, and corridors are recorded. Projects are sorted by time-horizon: near, mid, or long-term.

Sources

Caltrans DRMT

Project Time Horizon	Fleet Project Name	Fleet Project Description	Lead Agency	Total Project Cost
Near Term	Cab Car Purchase (ACE Ext. Lathrop/Ceres)	Cab Car Purchase (ACE Ext. Lathrop/Ceres).	**Multiple	\$67,011,000
Near Term	Tier 4 Locomotive Purchase (ACE Ext. Lathrop/Ceres)	Locomotive Purchase	**Multiple	\$32,396,568
Near Term	ACE Locomotives (2 Option Tier Ivs)	ACE Locomotives (2 Option Tier IVs).	**Multiple	\$16,781,033
Near Term	ACE Coach/Cab Cars (4 Option Coaches)	ACE Coach/Cab Cars (4 Option Coaches).	**Multiple	\$14,411,179
Near Term	Rolling Stock (Locomotives and Coaches/Cab Cars)	Electrification of the Caltrain Peninsula Corridor. This will allow for six trains per hour to run in each direction in peak periods, providing express and local service between San Francisco and San Jose.	Caltrain	\$551,000,000
Near Term	Intercity Passenger Rail Fleet Modernization	Progressively modernize the bi-level passenger rail fleet to update vehicle designs and layouts for improved passenger amenities, accessibility, and efficiency.	Caltrans	\$221,100,000
Near Term	San Joaquins Stadler FLIRT Multiple Units	Procurement of four (4) Hydrogen Fuel cell and battery Zero-Emission Multiple Unit (ZEMU) trainsets, which are Self-Propelled Rail Vehicles (SPRV). In addition to vehicles, Stadler will provide training, manuals, special tools, spare parts, shipping, transportation insurance, liability insurance, and customizations to the vehicles. Caltrans also plans to contract a maintenance package with Stadler as an option to maintain the ZEMUs.	Caltrans	\$80,000,000
Near Term	Intercity Passenger Rail Vehicle Overhauls	Provide necessary overhauls identified as necessary by Caltrans and the three JPAs to maintain the state-owned railcars in a state of good repair.	Caltrans	\$64,700,000
Near Term	San Joaquins Siemens Venture Trainsets	Rolling stock procurement.	Caltrans	\$52,250,000
Near Term	Hydrail (Pilot Project)	Zero Emissions Rail Program - Conversion of state-owned passenger rail locomotive fleet from diesel to greener forms of motive power to reduce criteria pollutants and greenhouse gas emissions. This project phase consists of a hydrogen fuel cell pilot program, including planning, design, construction, operation, and control optimization. Locomotives will operate in hydrogen-hybrid dual-mode with batteries and any existing electrified overhead catenary wires (where feasible).	Caltrans	\$32,450,000
Near Term	Renewable Diesel and After-Treatment	This initial project phase will include converting locomotives to renewable diesel, fitting the locomotives with after-treatment to reduce emissions, training on efficient driving techniques, and emission measurements.	Caltrans	\$19,510,000
Near Term	BAAQMD - Purchase Lease-To-Own Charger Locomotives	Caltrans received a \$7,400,000 Carl Moyer grant from the Bay Area Air Quality Management District (BAAQMD) to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily-polluting F59 locomotives in service on the Northern California fleet. Caltrans entered a lease-to-own agreement with Siemens Financial Services to procure two Charger locomotives. The leasing costs over a ten-year period will total \$9,984,800 in PTA operations funds. Capital funds should be made available to fully purchase the locomotives as soon as possible to avoid spending more PTA funds.	Caltrans	\$7,501,000
Near Term	BAAQMD - Convert F59 Locomotives to Non-Powered Control Units	Caltrans received a \$7,400,000 Carl Moyer grant from the BAAQMD to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily polluting F59 locomotives in service on the Northern California fleet. This project component includes converting the disabled F59 locomotives into non-powered control units.	Caltrans	\$1,000,000

Project Time Horizon	Fleet Project Name	Fleet Project Description	Lead Agency	Total Project Cost
Near Term	BAAQMD - Convert F59 Non-Powered Control Units to Non-Powered Control Unit Cars	Caltrans received a \$7,400,000 Carl Moyer grant from the BAAQMD to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily polluting F59 locomotives in service on the Northern California fleet. This project component includes removing the disabled engines from the NPCUs and converting that space into bag storage. This would need to be carefully designed and executed to avoid adverse outcomes.	Caltrans	\$200,000
Near Term	BAAQMD - Decommission Two F59 Locomotives	Caltrans received a \$7,400,000 Carl Moyer grant from BAAQMD to purchase two EPA-certified Tier IV locomotives and decommission two older, heavily polluting F59 locomotives in service on the Northern California fleet. This project component includes drilling a single bore hole through the engines of two F59 locomotives. This must be completed by 6/15/2021 to comply with the BAAQMD grant.	Caltrans	\$26,000
Mid Term	Zero Emissions Rail Program - Conversion of state-owned passenger rail locomotive fleet from diesel to greener forms of motive power to reduce criteria pollutants and greenhouse gas emissions.	Conversion of state-owned passenger rail locomotive fleet from diesel to greener forms of motive power to reduce criteria pollutants and greenhouse gas emissions.	**Multiple	\$1,500,000,000
Mid Term	F59 PHI Locomotives Overhaul	Caltrans will undertake a round of midlife overhauls to the state-owned fleet of EMD F59PHi vehicles. These overhauls are expected to extend their service life by up to ten years, allowing the existing state fleet to bridge the gap until next-generation hydrogen fuel cell vehicles are ready for production.	Caltrans	\$17,000,000
Mid Term	SMART Vehicle	Expansion of the SMART fleet to accommodate service expansion.	SMART	\$44,000,000

Appendix 3.3

Capital Projects - Grade Separation Projects

Description:

A compilation of Grade Separation Capital Projects in the state to support the Rail Plan vision. Descriptions, costs, and corridors are recorded. Projects are sorted by time-horizon: near, mid, or long-term.

Sources

Caltrans DRMT

Project Time Horizon	Grade Separation Project Name	Grade Separation Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Near Term	25th Avenue Grade Separation Project	Complete improvements to the 25th Avenue crossing and eliminate at-grade crossing.	PCJPB	\$205,900,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/ San Francisco Bay Area
Near Term	Roadway Grade Separations: McKinley Ave and Blackstone Ave	Creates roadway grade separations at the diagonal railroad crossing at the corner of McKinley Avenue and Blackstone Avenue in Fresno. This project is located on the San Joaquin corridor (BNSF).	SJJPB	\$80,000,000	San Joaquin Valley	CA High Speed Rail Phase 1 Corridor	Merced	Bakersfield	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Rice Avenue Grade Separation	Grade separation on Rice Avenue to improve safety.	City of Oxnard	\$117,532,000	Southern California Megaregion	Central Coast to Los Angeles Corridor	Goleta	Moorpark/Chatsworth	South Coast - Central Coast
Near Term	Rosecrans/Marquardt Grade Separation	Grade separation at Rosecrans Blvd & Marquardt Ave in the City of Santa Fe Springs to improve safety and operational reliability for passenger, freight, and HSR trains.	Metrolink	\$155,300,000	Southern California Megaregion	CA High Speed Rail Phase 1 Corridor	Los Angeles	Anaheim	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Near Term	Fullerton Road	Grade separation in City of Industry at Fullerton Road.		\$152,400,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Mt Vernon	Grade separation in San Bernardino at Mt Vernon.		\$145,400,000	Southern California Megaregion	Inland Empire Corridor	San Bernardino	Los Angeles	South Coast - Central Coast
Near Term	California Avenue/UP and Pennsylvania Avenue	Grade separation in City of Beaumont at California Avenue and Pennsylvania Avenue.		\$38,200,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Madison Street	Grade separation in Riverside at Madison Street.		\$38,000,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Mary Street	Grade separation in Riverside County at Mary Street.		\$38,000,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Near Term	Jackson Street	Grade separation in Riverside County at Jackson Street.		\$1,500,000	Southern California Megaregion	Coachella/Arizona Corridor	Riverside/San Bernardino	Los Angeles	Southern California - Southern Nevada/Arizona Corridor
Mid Term	Roadway Grade Separations: Sankey Road/UPRR Sacramento Sub	Roadway grade separation at Sankey Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.	**Multiple	\$35,000,000	Northern California Megaregion	Sacramento Valley Corridor	Chico	Sacramento	Sacramento Valley - Oregon Border
Mid Term	Rail Crossing and Grade Separation Safety Improvements	This project includes grade crossing improvements at Jack London Square and Emeryville, City of Berkeley Railroad Crossing Improvements, City of Berkeley Gilman Street Grade Separation, and City of Fremont Railroad Quiet Zones.	CalSTA	\$130,000,000	Northern California Megaregion	Sacramento to SF Bay Area Corridor	Richmond	San Jose (via East Bay)	San Jose/San Francisco Bay Area - Sacramento - Northern Nevada
Mid Term	Rengstorff Ave Grade Separation Project	The project will help Caltrain reduce local traffic congestion and train horn noise. A new pedestrian overcrossing will be constructed across Rengstorff Avenue to maintain east-west pedestrian and bicycle connectivity.	Caltrain	\$3,500,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/ San Francisco Bay Area
Mid Term	Burlingame Broadway Grade Separation Project	The project will reduce local traffic congestion and train horn noise, and eliminate the current hold-out rule in which only one train is allowed at the station at a time. A new Broadway Station with updated amenities will also be constructed to better serve the community.	PCJPB	\$316,400,000	Northern California Megaregion	San Francisco Peninsula Corridor	San Francisco	San Jose	Central Coast - San Jose/ San Francisco Bay Area
Mid Term	Roadway Grade Separations: Elkhorn Blvd/UPRR Sacramento Sub	Roadway grade separation at Elkhorn Blvd. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.	SJJPB	\$35,000,000	Northern California Megaregion	Sacramento Valley Corridor	Chico	Sacramento	Sacramento Valley - Oregon Border
Mid Term	Roadway Grade Separations: Howsley Road/UPRR Sacramento Sub	Roadway grade separation at Howsley Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.	SJJPB	\$35,000,000	Northern California Megaregion	Sacramento Valley Corridor	Chico	Sacramento	Sacramento Valley - Oregon Border
Mid Term	Roadway Grade Separations: Catlett Road/UPRR Sacramento Sub	Roadway grade separation at Catlett Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.	SJRRC	\$35,000,000	Northern California Megaregion	Sacramento Valley Corridor	Chico	Sacramento	Sacramento Valley - Oregon Border
Mid Term	Riego Road/UPRR Sacramento Sub	Roadway grade separation at Riego Road. This project supports a future extension of Valley Rail Service north of Sacramento towards Chico.	SJRRC	\$35,000,000	Northern California Megaregion	Sacramento Valley Corridor	Chico	Sacramento	Sacramento Valley - Oregon Border

Project Time Horizon	Grade Separation Project Name	Grade Separation Project Description	Lead Agency	Total Project Cost	SRP Region	Corridor	Sub-Corridor Node 1	Sub-Corridor Node 2	ITSP Corridor
Mid Term	Roadway Grade Separations: Airport Way/BNSF Stockton Subdivision	Roadway grade separation at Airport Way. This is an investment in all San Joaquins service between Stockton and Bakersfield.	**Multiple	\$50,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: North Ave/BNSF/UPRR	Roadway grade separation at North Avenue in South Fresno. This is near where BNSF and UPRR tracks cross. Existing San Joaquins service runs on BNSF tracks here. The CAHSR Cedar Avenue Viaduct (under construction) is nearby but not related to this project.	SJJP	\$250,000,000	San Joaquin Valley	CA High Speed Rail Phase 1 Corridor	Merced	Bakersfield	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: Atwater Merced Expressway Segment 1B and Overcrossing (at BNSF)	Roadway grade separation at Atwater Merced Expressway Segment 1B. This future roadway will connect SR-99 to the Mid-California International Trade District, Castle Airport, and UC Merced.	SJJP	\$59,430,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: Alpine Avenue/UPRR Fresno Sub	Roadway grade separation at Alpine Avenue. This is an investment in the existing San Joaquins Corridor between Stockton and Sacramento Valley Station on the UP Fresno Subdivision.	SJJP	\$50,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: West Lane/UPRR Fresno Sub	Roadway grade separation at West Lane. This is an investment in the existing San Joaquins Corridor between Stockton and Sacramento Valley Station on the UP Fresno Subdivision.	SJJP	\$50,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: SR 120 (Yosemite Ave) and McHenry Avenue/BNSF Stockton Subdivision	Roadway grade separation at SR 120 (Yosemite Avenue) and McHenry Avenue in the City of Escalon (between Stockton and Modesto) for the San Joaquins service (BNSF).	SJJP	\$100,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Stockton	Merced	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: Kammerer Road/UPRR Sacramento Sub	Roadway grade separation at Kammerer Road. This project will support increased Service between Sacramento and Stockton on the UP Sacramento Subdivision.	SJRRC	\$55,100,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: Alpine Avenue/UPRR Sacramento Sub	Roadway grade separation at Alpine Avenue. This is an investment in the expanded ACE and San Joaquins service between Stockton and Natomas on the UP Sacramento Subdivision.	SJRRC	\$50,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Roadway Grade Separations: SR 12 (Kettleman Lane) / UPRR Sacramento Sub	Roadway grade separation at SR 12 (Kettleman Lane). This station will support expanded service between Stockton to Sacramento along the UP Sacramento Subdivision.	SJRRC	\$35,000,000	San Joaquin Valley	Northern San Joaquin Valley Corridor (Valley Rail)	Sacramento	Stockton	San Jose/San Francisco Bay Area - Central Valley-Los Angeles
Mid Term	Leucadia Blvd Grade Separation	Grade separate the existing intersection of Leucadia Blvd at the railroad track.	NCTD	\$119,250,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast
Long Term	Other Grade Separations	Grade Separation of the rail crossing at Sorrento Valley Blvd. and Taylor St.	SANDAG	\$368,430,000	South Coast	Los Angeles to San Diego Corridor	Oceanside	San Diego	South Coast - Central Coast

Appendix 4.1

AMTRAK SALARIES AND EXPENDITURES BY STATE

Description

Appendix 4.1 shows Amtrak's total salaries and expenditures per state in fiscal year 2019. The total salaries figure is the sum of all Amtrak employee's salary who are employed in the state. The expenditures figure is Amtrak's total procurement in the state, including both goods and services.

Sources

Amtrak State Fact Sheets FY 2019:

<https://www.amtrak.com/state-fact-sheets>

Notes

Expenditure data was missing from the following state's fact sheets: Arkansas, Idaho, Maine, Mississippi, Montana, New Mexico, Oklahoma.

Row ID	State	Total Amtrak Salaries	Total Amtrak Expenditures
4	California	\$181,320,581	\$277,349,096

Appendix 4.2

FAREBOX RECOVERY RATIO BY SERVICE

Description

Appendix 4.2 shows the Farebox Recovery Ratio for each state-supported rail service over the previous ten years from fiscal year 2009-10 to 2018-19. The Farebox Recovery Ratio is the ratio of a service's revenues to its expenses in a given fiscal year.

Sources

Capitol Corridor FY 2021-22 – FY 2022-23 Draft Annual Business Plan:

<https://www.capitolcorridor.org/wp-content/uploads/2021/03/CCJPA-Draft-ABP-FY21-22-March-21-for-Public-Review.pdf>

LOSSAN Rail Corridor Agency Business Plan FY 2021-22 to FY 2022-23

(unreleased)

San Joaquin Joint Powers Authority 2021 Business Plan Update (public review draft)

<https://sjjpa.com/wp-content/uploads/2021-SJJPA-Business-Plan-Update-Public-Review-Draft.pdf>

Notes

Still waiting on FY 2019-20 data for SJJPA. We also may want to update once 2020-21 data is available (which should be before the final release of this plan).

Row ID	Fiscal Year	Capitol Corridor	Pacific Surfliner	San Joaquins
1	2009-10	46.0%	53.5%	51.2%
2	2010-11	48.0%	56.0%	52.6%
3	2011-12	50.2%	57.6%	55.0%
4	2012-13	51.0%	61.7%	56.2%
5	2013-14	50.9%	67.1%	52.3%
6	2014-15	52.0%	71.0%	51.3%
7	2015-16	55.0%	78.8%	50.4%
8	2016-17	57.0%	79.2%	49.3%
9	2017-18	58.0%	76.5%	43.0%
10	2018-19	60.0%	70.2%	41.0%
11	2019-20	35.7%		42.1%

Appendix 4.3

ON TIME PERFORMANCE (OTP)

Description

Appendix 4.3 shows On Time Performance (OTP) for state supported and interstate rail services in California during fiscal year 2019. Since the passenger rail network is primarily owned by freight railroads, known as host railroads, freight rail traffic is frequently the cause of delay for passenger rail service.

Sources

Amtrak Fact Sheet Fiscal Year 2019 State of California

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA19.pdf>

Amtrak Fact Sheet Fiscal Year 2018 State of California

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA18.pdf>

Capitol Corridor FY 2021-22 – FY 2022-23 Draft Annual Business Plan:

<https://www.capitolcorridor.org/wp-content/uploads/2021/03/CCJPA-Draft-ABP-FY21-22-March-21-for-Public-Review.pdf>

LOSSAN Rail Corridor Agency Business Plan FY 2021-22 to FY 2022-23

(unreleased)

San Joaquin Joint Powers Authority 2021 Business Plan Update (public review draft)

<https://sjjpa.com/wp-content/uploads/2021-SJJPA-Business-Plan-Update-Public-Review-Draft.pdf>

Notes

* FY20 OTP numbers currently unaudited estimates from JPA business plans. Update with FY20 OTP figures from Amtrak once 2021 state fact sheets are released.

Row ID	Service	Host Railroads		FY18 OTP	FY19 OTP	FY20 OTP*
1	California Zephyr	BNSF, Union Pacific		48.8%	33.3%	
2	Coast Starlight	BNSF, Union Pacific, SCRRA		53.0%	49.4%	
3	Southwest Chief	BNSF, New Mexico DOT		47.0%	37.5%	
4	Sunset Limited	BNSF, Union Pacific		30.3%	14.9%	
5	Texas Eagle	BNSF, Canadian National, Union Pacific, Trinity Railway Express		39.7%	28.5%	
6	Capitol Corridor	Union Pacific		90.4%	88.7%	88.0%

7	Pacific Surfliner	BNSF, Union Pacific, SCRRA, San Diego Northern		81.3%	74.0%	85.1%
8	San Joaquins	BNSF, Union Pacific		77.6%	69.2%	83.0%
	* FY20 OTP numbers currently unaudited estimates from JPA business plans.					

Appendix 4.4

HISTORIC RIDERSHIP BY STATION

Description

Appendix 4.4 shows historic annual ridership trends for each Amtrak station in California. The data ranges from FY15 to FY19, a five-year period.

Sources

2019 Amtrak California Fact Sheet:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA19.pdf>

2018 Amtrak California Fact Sheet:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA18.pdf>

2017 Amtrak California Fact Sheet:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA17.pdf>

2016 Amtrak California Fact Sheet:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA16.pdf>

2015 Amtrak California Fact Sheet:

<https://www.amtrak.com/content/dam/projects/dotcom/english/public/documents/corporate/statefactsheets/CALIFORNIA15.pdf>

Notes

Between FY15 and FY19, multiple stations were closed and a new station was added. These stations are annotated showing which fiscal year service began or was shut down.

Row ID	Station	FY 2015	FY 2016	FY 2017	FY 2018	FY 2019	% Change (2015 - 2019)
1	Anaheim	270,819	282,700	287,415	281,379	239,471	-12%
2	Antioch-Pittsburg	43,217	39,995	38,103	35,345	34,615	-20%
3	Auburn	14,779	15,732	13,352	14,243	15,325	4%
4	Bakersfield	513,884	491,824	482,276	442,023	424,157	-17%
5	Barstow	3,463	3,153	3,509	3,400	3,112	-10%

6	Berkeley	136,997	150,636	156,226	173,579	174,656	27%
7	Burbank	67,924	68,918	73,814	62,478	63,749	-6%
8	Camarillo	51,831	52,310	54,582	54,252	53,219	3%
9	Carlsbad Poinsettia *	9,363	10,556	10,074	120	-	N/A
10	Carlsbad Village**	13,455	14,843	14,522	9,904	160	-99%
11	Carpinteri a	29,461	30,762	32,701	49,813	32,597	11%
12	Chatswort h	72,132	71,133	72,278	62,354	62,464	-13%
13	Chico	13,736	13,144	12,154	10,414	10,580	-23%
14	Colfax	4,631	6,277	7,035	5,658	5,845	26%
15	Corcoran	32,331	30,104	28,440	24,646	26,789	-17%
16	Davis	372,554	379,073	375,626	390,060	380,034	2%
17	Dunsmuir	6,166	5,958	5,330	4,654	5,178	-16%
18	Emeryville	587,926	581,573	581,138	595,017	585,849	0%
19	Encinitas*	11,945	12,975	13,224	122	-	N/A
20	Fairfield- Vacaville* **	-	-	-	53,375	101,369	N/A
21	Fremont	35,475	40,617	41,751	44,371	48,512	37%
22	Fresno	387,640	369,582	374,479	377,709	368,262	-5%
23	Fullerton	370,334	388,068	399,695	304,880	256,594	-31%
24	Glendale	51,009	52,395	55,032	43,351	44,390	-13%
25	Goleta	75,677	76,286	78,365	108,414	110,409	46%
26	Great America (Santa Clara)	131,129	151,802	167,475	176,925	194,677	48%
27	Grover Beach	19,437	18,987	18,879	12,447	13,293	-32%
28	Guadalup e-Santa Maria	12,718	12,227	12,430	8,706	9,298	-27%
29	Hanford	213,923	201,098	196,702	190,403	181,209	-15%
30	Hayward	40,631	47,351	50,361	57,815	70,383	73%
31	Irvine	421,736	450,732	440,986	438,553	347,262	-18%
32	Lodi	10,185	8,617	7,978	9,278	11,285	11%
33	Lompoc- Surf	8,158	7,921	7,823	5,946	6,610	-19%
34	Los Angeles	1,589,39 1	1,635,03 9	1,716,39 2	1,717,40 5	1,413,006	-11%
35	Madera	27,718	27,136	27,751	28,384	27,591	0%
36	Martinez	363,717	364,372	347,095	346,051	352,068	-3%

37	Merced	128,327	121,137	126,148	126,793	133,311	4%
38	Modesto	121,389	117,422	115,672	112,292	116,342	-4%
39	Moorpark	20,696	21,726	21,881	18,298	17,539	-15%
40	Needles	8,656	8,017	9,176	9,124	8,641	0%
41	Oakland	319,336	344,112	371,257	388,533	396,640	24%
42	Oakland Coliseum	57,491	70,520	77,057	87,842	92,730	61%
43	Oceanside	385,128	416,021	394,122	432,838	258,266	-33%
44	Ontario	4,824	4,864	4,575	4,655	4,077	-15%
45	Oxnard	96,662	92,805	94,000	103,074	91,436	-5%
46	Palm Springs	3,130	3,042	3,142	2,925	3,045	-3%
47	Paso Robles	12,149	12,037	11,377	10,769	11,808	-3%
48	Pomona	1,812	1,716	1,601	1,540	1,607	-11%
49	Redding	12,345	11,208	10,475	9,822	10,135	-18%
50	Richmond	251,372	269,838	292,453	289,928	291,270	16%
51	Riverside	12,837	12,287	12,029	11,862	10,973	-15%
52	Rocklin	15,074	16,403	15,926	16,918	17,199	14%
53	Roseville	34,528	39,409	38,638	38,852	39,289	14%
54	Sacramento	1,027,013	1,051,001	1,073,584	1,089,223	1,100,550	7%
55	Salinas	21,836	21,498	20,564	19,242	19,965	-9%
56	San Bernardino	12,287	11,579	12,035	10,861	10,275	-16%
57	San Clemente Pier	13,559	15,396	14,926	14,592	15,753	16%
58	San Diego	773,497	777,352	777,961	699,430	652,818	-16%
59	San Diego-Old Town	238,288	267,481	300,245	350,518	362,340	52%
60	San Jose	215,158	223,055	223,028	230,387	238,638	11%
61	San Juan Capistrano	226,596	229,408	229,153	237,776	194,555	-14%
62	San Luis Obispo	110,966	107,778	105,156	70,090	72,922	-34%
63	Santa Ana	182,291	191,716	194,581	191,609	143,020	-22%
64	Santa Barbara	333,994	338,069	341,899	365,077	317,664	-5%
65	Santa Clara	30,267	42,644	45,135	56,127	67,887	124%

	(University)						
66	Simi Valley	49,756	51,049	52,064	43,456	46,391	-7%
67	Solana Beach	408,248	396,157	387,956	388,823	369,414	-10%
68	Sorrento Valley**	16,523	20,720	27,335	21,413	463	-97%
69	Stockton (Downtown)	40,428	37,916	32,266	24,602	16,517	-59%
70	Stockton (San Joaquin St.)	293,861	283,213	297,699	289,116	276,886	-6%
71	Suisun-Fairfield	164,288	167,994	164,709	140,394	128,369	-22%
72	Truckee	10,846	14,675	14,879	15,251	15,104	39%
73	Turlock-Denair	29,791	29,197	29,924	30,492	32,633	10%
74	Van Nuys	80,957	80,405	82,417	74,209	67,522	-17%
75	Ventura	61,812	65,328	67,522	91,741	83,095	34%
76	Victorville	7,266	6,664	6,292	5,911	5,501	-24%
77	Wasco	39,678	41,424	41,828	36,566	39,232	-1%
78	Total	11,890,454	12,148,179	12,347,680	12,306,445	11,455,840	-4%
	* Service ended in FY19						
	** Service ended in FY19						
	*** Service started in FY18						

Appendix 4.5

PASSENGER TRAIN MILES

Description

Appendix 4.5 contains ridership and passenger train mile for Capital Corridor, Pacific Surfliner, and San Joaquin for 2010-2019

Sources

2018 California State Rail Plan – Chapter 2

<https://dot.ca.gov/-/media/dot-media/programs/rail-mass-transportation/documents/rail-plan/2-chapter-2csrpfinal.pdf>

Notes

Service	2009-10	2010-11	2011-12	2012-13	2013-14	2014-15	2015-16	2016-17	2017-18	2018-19	2019-20
Capitol Corridor											
Ridership	1,580,619	1,708,618	1,746,397	1,701,185	1,419,084	1,560,814	1,607,277	1,706,849	1,706,849	1,777,136	898,007
PMT		109,146,407	114,563,643	112,015,380	92,950,002	104,135,023	108,609,358	113,798,088	113,798,088	119,601,577	600,452,81
PM/TM											
Pacific Surfliner											
Ridership		2,746,320	2,664,935	2,670,613	2,681,173	2,827,134	2,924,117	2,989,871	2,946,239	2,836,894	
PMT		230,759,000	223,501,000	232,276,000	231,876,901	246,451,396	251,650,373	259,160,678	253,461,239	248,232,669	
PM/TM											
San Joaquin											
Ridership		1,133,654	1,195,898	1,202,624	1,181,639	1,135,424	1,125,626	1,090,200	1,076,454	1,076,454	
PMT		156,428,000	166,337,000	170,076,000	165,538,000	164,250,000	155,936,000	?	145,990,000	145,597,000	
PM/TM		112.9	124	127.5	125.8	123.8	118.6	100.1	97.4	93.9	

Appendix 4.6

Intercity Ridership

Description

Appendix 4.6 contains the following passenger rail data:

- Intercity Ridership

Sources

Sources

Capitol Corridor FY 2021-22 – FY 2022-23 Draft Annual Business Plan:

<https://www.capitolcorridor.org/wp-content/uploads/2021/03/CCJPA-Draft-ABP-FY21-22-March-21-for-Public-Review.pdf>

LOSSAN Rail Corridor Agency Business Plan FY 2021-22 to FY 2022-23

(unreleased)

San Joaquin Joint Powers Authority 2021 Business Plan Update (public review draft)

<https://sjjpa.com/wp-content/uploads/2021-SJJPA-Business-Plan-Update-Public-Review-Draft.pdf>

Where is newer 2021 data from?

Notes

Ridership	2015	2016	2017	2018	2019	2020	2021
CCJPA	1,560,814	1,607,277	1,706,849	1,706,849	1,777,136	503,616	307,034
SJJPA	1,135,424	1,125,626	1,090,200	1,076,454	1,076,454	1,718,936	304,157
LOSSAN	2,827,134	2,924,117	2,989,871	2,946,239	2,836,894	1,724,266	304,109
Total	5,523,372	5,657,020	5,786,920	5,729,542	5,690,484	3,946,818	915,300

San Joaquins Thruway Bus Route Ridership - FY 2019		
	Thruway Bus Route	Ridership
Route 1*	(Fresno - Bakersfield - Van Nuys - Los Angeles - Long Beach - San Diego)	263,051
Route 3	(Stockton - Sacramento - Redding)	129,573
Route 6	(Stockton - San Jose)	39,034
Route 7	(Martinez - Napa - Santa Rosa - Eureka - McKinleyville)	46,607
Route 9	(Bakersfield - Las Vegas)	13,347
Route 10	(Bakersfield - Oxnard - Santa Barbara)	24,749
Route 12	(Bakersfield - Victorville)	11,994
Route 15a/15b	(Merced - Mariposa - Yosemite Valley / Fresno - Yosemite Valley)	4,976
Route 18a/18b	(Visalia - Hanford - San Luis Obispo - Santa Maria)	23,298
Route 19a/19b	(Bakersfield - Riverside - Hemet / Bakersfield - Riverside - Palm Springs - Indio)	43,461
Route 34	(Stockton - Oakland - San Francisco)**	1,089
Route 56	(San Jose - Stockton)	2,416
Route 99	(Emeryville - San Francisco)	49,072
	Total Ridership	652,667

Appendix 4.7

PASSENGER DATA

Description

Appendix 4.7 contains the following passenger rail data:

- Regional Ridership

Sources

Notes

Ridership	2015	2016	2017	2018	2019	2020	2021
Caltrain	477927913	490734443	408157122	411267970	387561279		
Metrolink	406645646	425150283	419663422	438553704	416394626		
NCTD	111426203	107884136	92217206	92217206	88060870		
BART	1793223842	1848123043	1812089787	1789223155	1774466975		
ACE	52241764	55471664	55703220	61400684	65810476		
SMART				16174174	18371183		
TOTAL							

	2012	2013	2014	2015	2016	2017	2018	2019	2020	2021
Capitol Corridor										
Annual Ridership (rail)	1,734,711	1,626,551	1,436,224	1,487,191	1,571,139	1,634,657	1,726,096	1,791,948	500,550	154,266
Annual Passenger Miles	111,176,043	107,997,526	97,172,030	99,623,539	105,152,485	109,677,840	114,973,871	120,410,002	33,399,594	10,848,523
Annual Train Miles	1,186,302	1,161,643	1,155,983	1,171,539	1,168,385	1,157,371	1,168,212	1,167,872	727,813	345,425
Passenger-Miles/Train Mile	93.72	92.97	84.06	85.04	90.00	94.76	98.42	103.10	45.89	31.41
Station OTP	No Data	0.95	0.94	0.94	0.93	0.91	0.89	0.88	0.90	0.92
Total Revenue	\$ 29,794,893	\$ 28,843,498	\$ 29,727,013	\$ 30,507,035	\$ 32,461,567	\$ 34,782,321	\$ 36,716,322	\$ 38,506,313	\$ 11,625,137	\$ 3,801,671
Total Expenses	\$ 59,865,408	\$ 57,298,136	\$ 57,452,996	\$ 57,951,958	\$ 56,967,856	\$ 59,207,474	\$ 61,432,061	\$ 62,436,456	\$ 43,814,002	\$ 20,199,130
Total Operating Costs	\$ 30,070,515	\$ 28,454,638	\$ 27,725,983	\$ 27,444,923	\$ 24,506,288	\$ 24,425,153	\$ 24,715,739	\$ 23,930,143	\$ 32,188,864	\$ 16,397,459
San Joaquins										
Annual Ridership (rail)	1,177,111	1,212,675	1,196,055	1,163,645	1,118,074	1,118,176	1,072,636	1,061,502	420,400	202,973
Annual Passenger Miles	169,197,596	169,454,344	166,652,316	162,613,680	155,246,948	154,322,144	146,725,499	143,674,791	56,988,889	29,042,036
Annual Train Miles	1,337,337	1,319,809	1,330,368	1,327,017	1,453,320	1,550,963	1,499,165	1,526,871	1,067,769	458,511
Passenger-Miles/Train Mile	126.52	128.39	125.27	122.54	106.82	99.50	97.87	94.10	53.37	63.34
Station OTP	No Data	0.76	0.73	0.78	0.84	0.76	0.72	0.69	0.85	0.87
Total Revenue	\$ 41,884,422	\$ 41,348,844	\$ 41,256,246	\$ 40,203,411	\$ 38,457,937	\$ 39,067,850	\$ 35,032,952	\$ 35,095,195	\$ 14,784,940	\$ 6,894,234
Total Expenses	\$ 72,766,634	\$ 74,533,558	\$ 83,729,003	\$ 75,544,489	\$ 78,869,777	\$ 79,275,301	\$ 84,134,053	\$ 87,486,948	\$ 66,656,978	\$ 29,312,570
Total Operating Costs	\$ 30,882,212	\$ 33,184,714	\$ 42,472,757	\$ 35,341,078	\$ 40,411,840	\$ 40,207,451	\$ 49,101,101	\$ 52,391,753	\$ 51,872,037	\$ 22,418,336
Pacific Surfliner										
Annual Ridership (rail)	2,684,862	2,681,274	2,723,503	2,849,367	2,933,211	3,006,482	2,911,396	2,810,164	808,358	363,227
Annual Passenger Miles	230,161,559	229,719,011	236,517,268	247,280,305	253,370,819	259,113,501	253,108,199	255,645,008	73,915,102	34,519,512
Annual Train Miles	1,570,923	1,598,491	1,594,347	1,584,087	1,580,834	1,659,849	1,672,172	1,772,147	1,085,095	453,491
Passenger-Miles/Train Mile	146.51	143.71	148.35	156.10	160.28	156.11	151.36	144.26	68.12	76.12
Station OTP	No Data	0.82	0.77	0.79	0.77	0.69	0.75	0.73	0.90	0.87
Total Revenue	\$ 63,484,249	\$ 66,531,110	\$ 72,379,305	\$ 76,449,389	\$ 80,232,163	\$ 84,190,931	\$ 86,664,941	\$ 85,457,566	\$ 25,287,625	\$ 12,507,913
Total Expenses	\$ 103,436,371	\$ 104,757,421	\$ 105,276,781	\$ 99,491,873	\$ 101,601,626	\$ 107,004,364	\$ 113,015,004	\$ 123,809,578	\$ 90,664,067	\$ 37,463,058
Total Operating Costs	\$ 39,952,122	\$ 38,226,311	\$ 32,897,476	\$ 23,042,484	\$ 21,369,463	\$ 22,813,433	\$ 26,350,063	\$ 38,352,012	\$ 65,376,441	\$ 24,955,145
All Intercity Rail										
Annual Ridership (rail)	5,596,684	5,520,500	5,355,782	5,500,203	5,622,424	5,759,315	5,710,128	5,663,614	1,729,308	720,466
Annual Passenger Miles	510,535,198	507,170,881	500,341,614	509,517,524	513,770,252	523,113,485	514,807,569	519,729,801	164,303,585	74,410,071
Annual Train Miles	4,094,562	4,079,943	4,080,698	4,082,643	4,202,539	4,368,183	4,339,549	4,466,890	2,880,677	1,257,427
Passenger-Miles/Train Mile	124.69	124.31	122.61	124.80	122.25	119.76	118.63	116.35	57.04	59.18
Station OTP	No Data	0.84	0.81	0.84	0.85	0.79	0.79	0.77	0.88	0.89
Total Revenue	\$ 135,163,564	\$ 136,723,452	\$ 143,362,564	\$ 147,159,835	\$ 151,151,667	\$ 158,041,102	\$ 158,414,215	\$ 159,059,074	\$ 51,697,703	\$ 23,203,818
Total Expenses	\$ 236,068,413	\$ 236,589,115	\$ 246,458,780	\$ 232,988,320	\$ 237,439,258	\$ 245,487,138	\$ 258,581,118	\$ 273,732,982	\$ 201,135,046	\$ 86,974,758
Total Operating Costs	\$ 100,904,849	\$ 99,865,663	\$ 103,096,216	\$ 85,828,485	\$ 86,287,591	\$ 87,446,036	\$ 100,166,903	\$ 114,673,908	\$ 149,437,343	\$ 63,770,940

Metro	Corridor	Rail Ridership	Regional Mode Share
Bay Area	Peninsula	67,500	3.38%
	Altamont	4,800	
Los Angeles	Ventura County	6,100	0.38%
	Antelope Valley	4,200	
	San Bernardino	11,000	
	Riverside	5,200	
	Orange County	10,000	
San Diego	Coast	4,200	0.44%

Appendix 5.1

Freight Data

Description:

California freight rail metrics are presented, including:

- CA Gross Domestic Product (by industry group)
- 2019 Public Waybill Sample summary
- Total Carloads shipped to, from, and within CA
- Total weight (tonnage) shipped to, from, and within CA
- Total weight (tonnage) of selected commodities in CA

Sources

Bureau of Economic Analysis; Sample waybill

California Gross Domestic Product by Industry Group

(millions of 2020 dollars)

Bureau of Economic Analysis

LineCode	Description	2020
1	All industry total	\$ 3,007,187.70
2	Private industries	\$ 2,656,837.60
3	Agriculture, forestry, fishing and hunting	\$ 40,765.90
4	Farms	\$ 27,154.10
5	Forestry, fishing, and related activities	\$ 13,611.90
6	Mining, quarrying, and oil and gas extraction	\$ 6,053.40
7	Oil and gas extraction	\$ 2,764.70
8	Mining (except oil and gas)	\$ 2,429.20
9	Support activities for mining	\$ 859.60
10	Utilities	\$ 42,758.30
11	Construction	\$ 120,389.90
12	Manufacturing	\$ 356,435.80
13	Durable goods manufacturing	\$ 216,069.40
14	Wood product manufacturing	\$ 2,828.30
15	Nonmetallic mineral product manufacturing	\$ 5,536.90
16	Primary metal manufacturing	\$ 2,035.90
17	Fabricated metal product manufacturing	\$ 13,342.10
18	Machinery manufacturing	\$ 14,095.50
19	Computer and electronic product manufacturing	\$ 130,433.90
20	Electrical equipment, appliance, and component manufacturing	\$ 4,998.70
21	Motor vehicles, bodies and trailers, and parts manufacturing	\$ 9,246.90
22	Other transportation equipment manufacturing	\$ 14,193.20
23	Furniture and related product manufacturing	\$ 2,973.50
24	Miscellaneous manufacturing	\$ 16,384.40
25	Nondurable goods manufacturing	\$ 140,366.40
26	Food and beverage and tobacco product manufacturing	\$ 29,472.10
27	Textile mills and textile product mills	\$ 996.20
28	Apparel, leather, and allied product manufacturing	\$ 3,438.10
29	Paper manufacturing	\$ 2,914.40
30	Printing and related support activities	\$ 3,370.90
31	Petroleum and coal products manufacturing	\$ 20,535.80
32	Chemical manufacturing	\$ 74,928.10
33	Plastics and rubber products manufacturing	\$ 4,710.90
34	Wholesale trade	\$ 162,020.70
35	Retail trade	\$ 158,148.30
36	Transportation and warehousing	\$ 73,441.60
37	Air transportation	\$ 6,765.20
38	Rail transportation	\$ 1,669.80
39	Water transportation	\$ 983.40
40	Truck transportation	\$ 18,765.00
41	Transit and ground passenger transportation	\$ 10,723.40
42	Pipeline transportation	\$ 511.20
43	Other transportation and support activities	\$ 22,190.80
44	Warehousing and storage	\$ 11,832.80
45	Information	\$ 317,647.10
46	Publishing industries (except Internet)	\$ 78,559.30
47	Motion picture and sound recording industries	\$ 36,602.50
48	Broadcasting (except Internet) and telecommunications	\$ 75,695.50
49	Data processing, hosting, and other information services	\$ 126,789.70
50	Finance, insurance, real estate, rental, and leasing	\$ 573,193.20
51	Finance and insurance	\$ 170,196.70
52	Monetary Authorities- central bank, credit intermediation, and related services	\$ 84,239.20
53	Securities, commodity contracts, and other financial investments and related activities	\$ 40,685.60
54	Insurance carriers and related activities	\$ 42,661.80
55	Funds, trusts, and other financial vehicles	\$ 2,610.00

56	Real estate and rental and leasing	\$ 402,996.50
57	Real estate	\$ 374,227.30
58	Rental and leasing services and lessors of nonfinancial intangible assets	\$ 28,769.20
59	Professional and business services	\$ 427,121.90
60	Professional, scientific, and technical services	\$ 287,587.50
61	Legal services	\$ 39,161.60
62	Computer systems design and related services	\$ 81,020.50
63	Miscellaneous professional, scientific, and technical services	\$ 167,405.30
64	Management of companies and enterprises	\$ 49,214.90
65	Administrative and support and waste management and remediation services	\$ 90,319.60
66	Administrative and support services	\$ 82,556.20
67	Waste management and remediation services	\$ 7,763.40
68	Educational services, health care, and social assistance	\$ 225,942.20
69	Educational services	\$ 31,872.00
70	Health care and social assistance	\$ 194,070.20
71	Ambulatory health care services	\$ 99,508.00
72	Hospitals	\$ 51,744.80
73	Nursing and residential care facilities	\$ 16,488.30
74	Social assistance	\$ 26,329.10
75	Arts, entertainment, recreation, accommodation, and food services	\$ 101,478.70
76	Arts, entertainment, and recreation	\$ 28,963.70
77	Performing arts, spectator sports, museums, and related activities	\$ 20,425.80
78	Amusement, gambling, and recreation industries	\$ 8,537.90
79	Accommodation and food services	\$ 72,515.00
80	Accommodation	\$ 16,261.20
81	Food services and drinking places	\$ 56,253.70
82	Other services (except government and government enterprises)	\$ 51,440.70
83	Government and government enterprises	\$ 350,350.10
84	Federal civilian	\$ 49,696.70
85	Military	\$ 27,893.90
86	State and local	\$ 272,759.50
	Addenda:	
87	Natural resources and mining	\$ 46,819.30
88	Trade	\$ 320,169.00
89	Transportation and utilities	\$ 116,199.90
90	Manufacturing and information	\$ 674,082.90
91	Private goods-producing industries 2/	\$ 523,645.00
92	Private services-providing industries 3/	\$ 2,133,192.60

Legend / Footnotes:

1/ Gross Domestic Product (GDP) is in millions of current dollars (not adjusted for inflation). Industry detail is based on the 2012 North American Industry Classification System (NAICS). Calculations are performed on unrounded data.

2/ The private goods-producing industries consist of agriculture, forestry, fishing, and hunting; mining, quarrying, and oil and gas extraction; construction; and manufacturing.

3/ The private services-producing industries consist of utilities; wholesale trade; retail trade; transportation and warehousing, excluding Postal Service; information; finance and insurance; real estate, rental, and leasing; professional, scientific, and technical services; management of companies; administrative and support and waste management and remediation services; educational services; health care and social assistance; arts, entertainment, and recreation; accommodation and food services; and other services (except government and government enterprises).

Last updated: October 1, 2021-- revised statistics for 1997-2020.

Public Waybill Sample Summary				
Commodity	2019 Weight (Tons)			
Corn	133,900,000			
Coal	75,900,000			
Mixed Shipments	42,500,000			
Cement	19,900,000			
Alcohols	18,700,000			
Crude Oil & LNG	16,800,000			
Veg & Nut Oil	14,900,000			
Steel	12,300,000			
Sodium	11,200,000			
Stone	10,800,000			
Year	Weight Shipped From CA	Weight Shipped to CA	Weight Shipped Within CA	Total
2015	71,900,000	402,300,000	26,400,000	500,600,000
2016	87,200,000	362,700,000	45,100,000	495,000,000
2017	95,300,000	386,900,000	51,000,000	533,200,000
2018	70,900,000	391,300,000	21,200,000	483,400,000
2019	72,500,000	404,100,000	28,200,000	504,800,000
Year	Carloads Shipped from CA	Carloads Shipped to CA	Carloads Shipped within CA	Total
2015	3,000,000	5,900,000	300,000	9,200,000
2016	3,000,000	5,400,000	500,000	8,900,000
2017	3,300,000	5,800,000	600,000	9,700,000
2018	3,100,000	6,100,000	300,000	9,500,000
2019	3,000,000	6,100,000	300,000	9,400,000

Year	Carloads Shipped from CA	Carloads Shipped to CA	Carloads Shipped within CA	Total	Rounded Total
2015	2,970,033	5,886,000	327,733	9,183,767	9,200,000
2016	3,042,733	5,412,700	489,600	8,945,033	8,900,000
2017	3,257,700	5,773,567	556,933	9,588,200	9,600,000
2018	3,108,667	6,087,200	270,100	9,465,967	9,500,000
2019	2,956,867	6,075,000	333,800	9,365,667	9,400,000

Year	Weight Shipped From CA	Weight Shipped to CA	Weight Shipped Within CA	Total
2015	71,884,833	402,324,466	26,359,000	500,568,299
2016	87,178,467	362,708,333	45,058,333	494,945,133
2017	95,318,300	386,921,633	50,998,667	533,238,599
2018	70,946,367	391,319,566	21,246,900	483,512,833
2019	72,456,067	404,114,200	28,215,000	504,785,266

Commodity Code	2019 weight in CA by commodity	Rounded Total
Corn	133,878,100	133,900,000
Coal	75,934,133	75,900,000
Mixed Shipments	42,456,533	42,500,000
Cement	19,943,567	19,900,000
Alcohols	18,703,367	18,700,000
Crude Oil & LNG	16,844,867	16,800,000
Veg & Nut Oil	14,878,733	14,900,000
Steel	12,260,067	12,300,000
Sodium	11,220,500	11,200,000
Stone	10,811,700	10,800,000

Appendix 6.1

Rail Funding Database: Capital Funding

Description:

Rail Funding Database is a comprehensive public funding list including public capital funding resources, public subsidies, state revenue, and other financial policies relating to rail infrastructure development, including a discussion of the reasonableness of the revenue assumptions.

Sources:

Caltrans DRMT

Notes

N/A

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Amtrak Grants	FRA executes and oversees annual grant agreements with the National Railroad Passenger Corporation (Amtrak) that apportion Federal funds appropriated by Congress to Amtrak. Appropriation amounts are determined by the Department of Transportation, through its annual budget submission, and by Amtrak, through its annual Grant and Legislative Request. Amtrak uses these Federal funds for its operating and capital activities, including a portion of its operating expenses, capital maintenance of fleet and infrastructure, capital expansion and investment programs, and capital debt repayment.	Congress	FRA	Amtrak / JPAs	Amtrak uses these Federal funds for its operating and capital activities.	\$1.35 Billion (FY 2023)	Formula	Capital/Operating	N/A	
Better Utilizing Investment to Leverage Development (BUILD, previously known as TIGER)	These grants may be used for but are not limited to: (1) highway, bridge, or other road projects eligible under title 23, United States Code; (2) public transportation projects eligible under chapter 53 of title 49, United States Code; (3) passenger and freight rail transportation projects; (4) port infrastructure investments (including inland port infrastructure and land ports of entry); (5) intermodal projects; and (6) projects investing in surface transportation facilities that are located on tribal land and for which title or maintenance responsibility is vested in the Federal Government.	American Recovery and Reinvestment Act of 2009	US DOT	FHWA / FTA	Passenger and freight rail transportation projects.	\$1.5 Billion (FY 2023)	Discretionary	Capital	May, 2020	
Infrastructure for Rebuilding America (INFRA)	The Nationally Significant Freight and Highway Projects (NSFHP) program provides Federal financial assistance to highway and freight projects of national or regional significance. In 2017, the Department renamed this program the Infrastructure For Rebuilding America program (INFRA). This notice solicits applications for awards under the program's fiscal year (FY) 2020 funding, subject to the availability of appropriated funds.	FAST Act	US DOT	FHWA	Railway-highway grade crossing or grade separation project; or a freight project that is an intermodal or rail project, or within the boundaries of a public or private freight rail.	\$8 Billion (total available FY22-FY26)	Discretionary	Capital	Winter	The Department is specifically focused on projects in which the local sponsor is significantly invested and is positioned to proceed rapidly to construction.
Capital Investment Grants Program (CIG)	The FTA Capital Investment Grant (CIG) Program is the primary Federal competitive funding program for major capital transit projects. The CIG program administers funds through three categories: Small Starts, New Starts, and Core Capacity. These categories are described below. Small Starts. Either have costs less than \$300 million or are seeking less than \$100 million in CIG funds, New Starts. Either have costs greater than \$300 million or are seeking more than \$100 million in CIG funds, Core Capacity. Corridor-based investment in an existing fixed guideway system to increase capacity by at least 10 percent in a corridor that is at or over capacity or will be in five years.	FAST Act	FTA	FTA	Funds light rail, heavy rail, commuter rail, streetcar, and bus rapid transit projects.	\$2.5 Billion (FY 2022)	Discretionary	Capital	Requires completion of multiple steps over several years in order to get CIG funding. Must submit letter after steps are completed in order to be eligible for funding. No specific due date.	Total Federal funds may not exceed 80%. Unlike the BUILD and INFRA programs, projects seeking CIG funds can apply on a rolling basis, and eligibility is determined by a broad set of criteria.
Federal-State Partnership for State of Good Repair Grant Program	This program provides funding for capital projects within the United States to repair, replace, or rehabilitate qualified railroad assets to reduce the state of good repair backlog and improve intercity passenger rail performance.	FAST Act	FRA	FRA	The purpose of this grant program is to reduce the state of good repair backlog on publicly owned or Amtrak-owned infrastructure, equipment, and facilities. Primarily intended to improve Intercity Passenger Rail performance.	\$235.5 Million (FY 2021)	Discretionary	Capital	Summer (July, 2020)	Federal share to not exceed 80%.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Consolidated Rail Infrastructure and Safety Improvements (CRISI)	The FRA administers the Consolidated Rail Infrastructure and Safety Improvements Program (CRISI), which funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail. Projects eligible for funding under CRISI include: Deployment of railroad safety technology, Capital projects for intercity passenger rail service, Capital projects that address congestion challenges affecting rail service, facilitate ridership growth along heavily traveled rail corridors, and/or improve short-line or regional railroad infrastructure, Highway-rail grade crossing improvement projects, Rail line relocation and improvement projects, Regional rail and corridor service development plans and environmental analyses, Projects enhancing multimodal connections or facilitate service integration between rail and other modes, Safety research, workforce development and training activities.	FAST Act	FRA	FRA	This program funds projects that improve the safety, efficiency, and reliability of intercity passenger and freight rail.	\$1,427,462,902 (FY 2022)	Discretionary	Capital	Summer (June 2020)	Federal share to not exceed 80%
Commuter Rail Positive Train Control (PTC) Grants	The FTA Positive Train Control Grants Program offers funding to states, local governments and transit agencies that operate commuter rail systems to install positive train control systems. The FTA made available \$197 million in funds under this program, which was authorized under the FAST act. The FRA PTC grant program made \$250 million available to fund the deployment of PTC system technology for intercity passenger rail transportation, freight rail transportation, and/or commuter rail passenger transportation.	FAST Act	FTA	FTA	Offers funding to the deployment of PTC system technology for intercity passenger rail transportation, freight rail transportation, and/or commuter rail passenger transportation.	\$250 Million in total	Competitive/Form ula	Capital	N/A?	Federal share to not exceed 80%.
National Highway Freight Program	Section 1116 of the FAST Act created the formula-funded National Highway Freight Program, which funds projects that support the movement of goods on the National Highway Freight Network, including rail crossings, with \$1.2 billion annually in funding. California is expected to receive \$600 million over the next 5 years, or an average of \$117 million per year, from the National Highway Freight Program. As much as 10 percent of these funds may be put toward improvements to freight rail or ports.	FAST Act	FHWA	FHWA	This program is to support the movement of goods on the National Highway Freight Network, including rail crossings.	\$1.401 Billion (FY 2023) CA is expected to receive \$117 million per year	Formula	Capital	N/A	Federal share not to exceed 60%
Transportation Infrastructure Finance and Innovation Act (TIFIA)	The act provides federal credit and financing assistance with flexible repayment terms to projects of national and regional significance, including rail transit programs. To date, California has received roughly \$2.8 billion in TIFIA assistance, \$1.7 billion of which has gone to rail transit programs, primarily intercity rail in Los Angeles. The FAST Act reauthorized TIFIA, but with funding levels significantly lower than Moving Ahead for Progress in the 21st Century Act (MAP-21).	FAST Act	USDOT The National Surface Transportation and Innovative Finance Bureau (the Build America Bureau)	The Secretary of Transportation (Secretary)	This act provides federal credit and financing assistance with flexible repayment terms to projects of national and regional significance, including rail transit programs.	The National \$30 Million (FY 2020)	Federal Credit Assistance	Capital	N/A?	
Rail Infrastructure Financing and Improvement Act (RRIF)	The FAST Act expanded eligible projects for railroad rehabilitation and improvement financing to include transit-oriented and station development. The FAST Act also shortens review time and allows joint public-private ventures to encourage more applications to apply. As of May 31, 2015, the program has executed 35 loans for approximately \$2.7 billion nationally. Some California projects have received loans through RRIF.	SAFETEA-LU	USDOT The National Surface Transportation and Innovative Finance Bureau (the Build America Bureau)	The Secretary of Transportation (Secretary)	The FAST Act expanded eligible projects for railroad rehabilitation and improvement financing to include transit-oriented and station development. the RRIF Program dedicates funding to providing vital access to financing for shortline and regional railroads.	\$35 Billion in total; can finance up to 80% of eligible rail project costs	Federal Credit Assistance	Capital	N/A?	Direct loans can fund up to 100% of a railroad project with repayment periods of up to 35 years and interest rates equal to the cost of borrowing to the government.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Railroad/Highway Grade Crossing Program (Section 130)	The Railway-Highway Crossings (Section 130) Program provides funds for the elimination of hazards at railway-highway crossings. The Section 130 Program has been correlated with a significant decrease in fatalities at railway-highway grade crossings. Since the Program's inception in 1987 through 2014, for which most recent data is available, fatalities at these crossings have decreased by 57 percent. The overall reductions in fatalities come despite an increase in the vehicle miles traveled on roadways and an increase in the passenger and freight traffic on the railways.	FRA's FAST Act grants	FHWA	CPUC / Caltrans DRMT	This program provides funds for the elimination of hazards at railway-highway crossings.	\$245 million (FY 2023) (CA gets \$17 Million each year)	Formula	Capital	N/A	Federal shares 90% and local has to match 10%
FTA's State Safety Oversight Program (SSO)	The purpose of the State Safety Oversight program is to oversee safety at rail transit systems. The SSO program is administered by eligible states with rail transit systems in their jurisdiction. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop or carry out their SSO programs.	FAST Act	FTA	FTA	The purpose of the State Safety Oversight program is to oversee safety at rail transit systems. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop or carry out their SSO programs.	\$3.25 Million (FY 2020)	Formula	Capital/Operating	Summer (June 2014)	Funds may be used for operational and administrative expenses, including training, travel and equipment.
Coronavirus Aid, Relief, and Economic Security (CARES) Act	FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding will be provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.	Congress	FTA	FTA	COVID-19 relief Bill. CARES Act passed by Congress for transit systems in cities and on Indian reservations throughout California.	\$25 Billion (FY 2021)	Formula	Capital/Operating	Funds are available until expended	Funding will be provided at a 100% federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.
Transit and Intercity Rail Capital Program (TIRCP)	One program under GGFR allocates 25 percent of revenues to HSR, and 10 percent to the TIRCP. The TIRCP is a competitive grant program that receives annual appropriations equivalent to 10 percent of the State's Cap-and-Trade auction revenues. This program is dedicated to transformative transit and rail projects that will have a significant impact on increasing ridership and reducing GHGs. TIRCP will receive an average of \$300 million annually from SB 1; a minimum of 25 percent of that will fund projects that benefit disadvantaged communities. This program has also received funds from sources other than Cap-and-Trade auction revenues, including early debt repayment appropriated to the TIRCP.	Cap and Trade Program/GGRF/SB1/Public Transportation Account	CalSTA	Caltrans DRMT	This program provides fund transformative capital improvements that will modernize and transform California's intercity, commuter, and urban rail systems, bus transit, and ferry transit systems. Further goals are expanding and improving rail service to increase ridership, rail service integration, and safety improvements.	\$3.63 Billion (FY 2023)	Discretionary	Capital	Winter (January 2020)	
Short-Line Railroad Improvement Program (SLRIP)	The Short-Line Infrastructure Improvement Act of 2019, (Senate Bill [SB] 87, Statutes of 2019) created the Short-Line Railroad Improvement Program (SLRIP) and provides a one-time appropriation, of seven million two hundred thousand dollars (\$7,200,000), for the purposes of this program. Program funds are to be allocated by the California Transportation Commission (Commission) to short-line railroad infrastructure projects intended to improve freight mobility, volume thresholds, and support modern rail freight traffic and the communities and industries they serve throughout California.	Created by Senate Bill 87	CTC	Caltrans	Offers funding to short-line railroad infrastructure projects intended to improve freight mobility, volume thresholds, and support modern rail freight traffic and the communities and industries they serve throughout California.	\$6.45 Million (FY 2021)	Discretionary	Capital	December 1, 2020	Projects funded from the Short-Line Railroad Improvement Program require at least a 30% match of private funds. The Short-Line Railroad Improvement Program will only fund the construction component of a capital project.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
State Rail Assistance Program	The State Rail Assistance Program is specifically designed as a revenue source for intercity and commuter rail. The revenue comes from 0.5 percent of a new diesel sales tax revenue, as defined in SB 1. Half of the revenue will be evenly distributed between the five commuter rail operators, and half is allocated to intercity rail corridors. CalSTA announced the first round of awards, totaling \$51.9 million, in January 2018. It is estimated that the annual revenue for this program will be \$44 million.	SB 1	CalSTA	CalSTA / Caltrans DRMT	This program provides funding directly to intercity passenger rail Joint Power Authorities (JPAs) and commuter rail agencies for operations and capital investments.	\$188.8 million awarded since 2018	Formula	Capital/Operating	Summer (July 2020, agencies submit allocation requests to CalSTA)	
Solutions for Congested Corridors Program (SCCP)	The Solutions for Congested Corridors Program aims to reduce congestion and support multimodal, accessible, and equitable transportation projects. The program prioritizes comprehensive corridor plans that reflect coordinated planning. This competitive program makes an average of \$250 million available annually.	SB 1	CTC	Caltrans DRMT	Improve rail infrastructure or light rail services, add rail capacity or implement other rail improvements.	\$499,664,000 (FY 2022)	Discretionary	Capital	Summer (July 2020)	Funding Restrictions Congested Corridors Program funds will only fund the construction component of a capital project. Projects on railroad corridors that do not serve passenger rail are not eligible for funding.
Sustainable Transportation Planning Grant Program	The Sustainable Transportation Planning Grant Program includes: - Sustainable Communities Grants (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the CTC. - Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.	SB 1	CTC	Caltrans	The Grant Program also supports related State sustainability initiatives including California State Rail Plan.	\$84 Million (FY 2023-2024)	Competitive/Form ula	Operating	January 2021	
Local Partnership Program (LPP)	SB 1 established the State-Local Partnership Program (LPP), which provides \$200 million in funding annually to provide matching funds for projects funded through voter-approved dedicated transportation tax measures (also known as 'self-help programs'). Eligible projects include road maintenance and rehabilitation purposes and other transportation infrastructure improvements, such as active transportation and transit and rail projects. The majority of funds (\$180 million) are allocated by the CTC with 60% available by formula and 40% available on a competitive basis, to ensure smaller jurisdictions are able to compete.	SB 1	CTC	Caltrans Division of Local Assistance & Caltrans DRMT	The objective of this program is to provide funding to local and regional agencies to improve transit and rail.	\$200 Million annually (FY 2023)	Discretionary/Form ula	Capital/Operating	Summer (June 2020)	Projects are required to provide a one-to-one match for LPP funds with local, measure, federal, or other non-state funds unless the project is in a jurisdiction generating under \$100,000 in fees.
Trade Corridors Enhancement Program (TCEP)	The TCEP is funded through SB 1, with revenues of approximately \$300 million annually. This program establishes the Trade Corridor Enhancement Account to provide stable funding for freight that prioritizes corridor-based freight projects nominated by local agencies and the State. As of July 2017, with the passage of SB 103, the TCEP was combined with the National Highway Freight Program.	SB 1	CTC	Caltrans DRMT	Federally designated Trade Corridors of National and Regional Significance & California's portion of the National Highway Freight Network.	\$1.051 Billion Total (FY 2023-2024 and FY 2024-2025)	Discretionary	Capital	Spring (pushed back to August in 2020 due to Covid-19)	Subsequent cycles will be programmed each even-numbered year to add another two years of funding, making the programmed list for three years total. The last year of the cycle is carried to the following cycle.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
High Speed Passenger Train Bond Program (HSPTB)	Known as the Safe, Reliable High-Speed Passenger Train Bond Act for the 21st Century of 2008, Proposition 1A authorized a total of \$9.95 billion in bond funding for rail investments, including \$9 billion for HSR directly; the remaining \$950 million was dedicated to intercity and commuter rail that provides connectivity to the HSR system under the High-Speed Passenger Train Bond Program (HSPTB). The HSPTB program funds, allocated by the CTC, funds both the \$190-million Intercity Rail Program and the \$760-million Urban and Commuter Rail formula-funded program. As of the third quarter of FY 2015- 2016, \$124 million of the Intercity Rail Program funding had been allocated (\$68 million to the competitive portion of the program, and \$56 million to the formula-based portion of the program); and \$687 million of the Urban and Commuter Rail Program had been allocated.	Prop 1A	CTC	Caltrans DRMT	This program provides funds for capital improvements to intercity rail lines, commuter rail lines, and urban rail systems that provide direct connectivity to the high-speed train system and its facilities, or that are part of the construction of the high-speed train system.	\$950 million in total	Discretionary/ Formula	Capital	March 2010	According to CTC FY 2018-2019 3rd quarter progress report (the latest report available), \$846.553 million out of \$950 million has been allocated.
Intercity Rail Improvement Program	Proposition 1B authorized the Intercity Rail Improvement Program (IRI Program) with \$400 million, of which \$125 million were reserved for intercity passenger rail equipment. The IRI Program consists of seventeen projects: two projects that remain unallocated, two projects that are partially allocated, five projects are fully allocated, and eight projects that are completed. The total programmed amount is \$392 million.	Prop 1B	CTC	Caltrans DRMT	The program aims to expand capacity; reduce train running times; improve equipment, stations, facilities, and multi-modal connectivity; increase farebox ratios, and improve safety.	\$400 Million in total	Discretionary	Capital	April 1st	There are no new projects accepted for funding under this program. Any project savings will be distributed to the remaining approved projects that have not closed out.
Highway Railroad Crossing Safety Account (HRCSA)	Proposition 1B authorized the Highway Railroad Crossing Safety Account with \$250 million for highpriority grade separation and railroad crossing safety improvements. The Highway Railroad Crossing Safety Account program has a total of 37 projects programmed; \$242,354,000 has been allocated to these projects, and \$19 million has been expended. Twenty-two of the 37 projects have completed construction. The amount of unprogrammed available funds is \$0.6 million[206] as of March 2016, all of which has been committed.[207] The account had an estimated \$9.4 million budgeted for distribution in FY 2016- 2017.	Proposition 1B	CTC	CPUC & Caltrans DRMT	This program is for the completion of high- priority grade separation and railroad crossing safety improvements.	\$250 Million Total, \$11 Million (FY 2020)	Discretionary	Capital	N/A	The remaining \$7.3 million consists of \$5 million reserved for bond administration and \$2.3 million in project construction savings.
The Grade Separation Program (Section 190)	This is a State-funded safety program that supports projects that replace and upgrade existing at-grade railroad crossings, primarily with grade separations. The CPUC establishes a project list, and the Caltrans DRMT administers the program. Section 190 of the California Streets and Highways Code requires the State's annual budget to include \$15 million for funding these projects. The maximum funding per project is \$5 million annually.	Authorized by Section 190 of the Streets and Highways Code	CTC	CPUC / Caltrans DRMT	This program funds the construction of grade separation projects.	15 Million Annually (FY 2021)	Discretionary	Capital	Spring (April 1st)	

Funding Programs	Funding Description	Funding Source	Controlling Authority	Adminstrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Low Carbon Transit Operations Program (LCTOP)	Another transportation program now available through the GGRF includes the Low Carbon Transit Operations Program (LCTOP), under which funds are allocated to local agencies to support new or enhanced bus and rail services and intermodal transit facilities, and to prioritize projects that support disadvantaged communities. The LCTOP receives a continuous allocation of 5 percent of the Cap-andTrade revenues via GGRF. Revenue from the Cap-and- Trade Program is allocated to GGRF. To date (FY 2013-2014 through FY 2015- 2016), GGRF funding has included \$707 million to the HSR program, \$224 million to the TIRCP, and \$116 million to the LCTOP, in addition to other non transit programs. For FY 2016-2017, GGRF allocated 25 percent of funds to the HSR program, \$135 million plus 10 percent of funds to the TIRCP, and 5 percent of funds to the LCTOP.	Transit, Affordable Housing, and Sustainable Communities Program & GGRF (5%)	CARB	Caltrans DRMT	Supports new or expanded rail service, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.	\$146 Million (FY 2020)	Formula	Capital/Operating	Spring (March 2020, Allocation Requests Due)	
Regional Transportation Improvement Program (RTIP)	The Regional Transportation Improvement Program (RTIP) is a program of highway, local road, transit and active transportation projects that a region plans to fund with State and Federal revenue programmed by the California Transportation Commission in the State Transportation Improvement Program (STIP). The RTIP is developed biennially by the regions and is due to the Commission by December 15 of every odd numbered year. The program of projects in the RTIP is a subset of projects in the Regional Transportation Plan (RTP), a federally mandated master transportation plan which guides a region's transportation investments over a 20 to 25 year period. The RTP is based on all reasonably anticipated funding, including federal, state and local sources. The RTP is developed through an extensive public participation process in the region and reflects the unique mobility, sustainability, and air quality needs of each region.	75% of STIP funds go to RTIP	CTC	Regional Transportation Planning Agencies	The RTIP funds a variety of local or regional projects for transit, from buses to bus stations to light rail.	75% * \$408 Million = \$306 Million (FY 2020)	Formula	Capital	Winter (regions submit RTIPs by Dec 15th of odd years)	Submitted every two years
Interregional Transportation Improvement Program (ITIP)	The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.	25% of STIP funds go to ITIP. Of which, 15% of the funds must go to intercity rail improvements	Caltrans / CTC	Caltrans	The ITIP funds for intercity rail projects and to improvements outside the urbanized areas on interregional road routes.	25% * \$408 Million = \$102 Million (FY 2020)	Formula	Capital/Operating	Winter (Caltrans submit ITIPs by Dec 15th of odd years)	Due each odd numbered year

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
TDA - Local Transportation Fund	The Transportation Development Act (TDA) creates in each county an LTF for transportation purposes specified in TDA. LTF is used to provide for public transit planning and operations as well as coordination between transit providers serving a particular region. In addition, LTF may also be used to fund bicycle and pedestrian projects. If a region has limited public transit needs, LTF may be used to fund local street and road improvements, as long as there are no unmet transit needs that are deemed reasonable to meet.	Transportation Development Act (TDA) of 1971 (Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide)	Transportation Planning Agencies (TPAs)	Caltrans DRMT	Rail passenger service operations & capital improvements	\$1.14 Billion (FY 2019)	Formula	Capital/Operating	April 1st	
Public Transportation Modernization, Improvement, and Service Enhancement Account (PTMISEA)	Funds may be used for transit rehabilitation, safety or modernization improvements, capital service enhancements or expansions, new capital projects, bus rapid transit improvements, or rolling stock (buses and rail cars) procurement, rehabilitation or replacement.	Prop 1B	the State Controller's Office	Caltrans	Funding could be used for rolling stock (buses and rail cars) procurement.	\$11.42 Million (FY 2020)	Formula	Capital	N/A	According to California State Transportation Financing Package 2020, the account does have an estimated 11.42 million available for distribution in FY20-21
Alameda and Contra Costa Counties (Measure C1)	Transportation options that allow for independence and mobility for seniors and persons with disabilities. Transportation to areas where people work and attend schools. Reduced greenhouse gas emissions and promotes alternatives to driving. Bus service reliability and on-time performance. Continued support of bus operations and maintenance.	Extend its existing 8 dollars per month parcel tax at current levels for 20 years	Alameda-Contra Costa Transit District Board of Directors / Measure C1 Oversight Committee	AC Transit	AC Transit bus O&M	\$600 Million in total	Sales Tax	Capital/Operating	N/A	Set to expire after 2039.
Santa Clara County (Measure B)	\$1.5 billion for BART Phase II; \$250 million for bicycle/pedestrian projects; \$2.85 billion for highways; \$1.2 billion for local streets; \$500 million for transit operations.	0.5% sales tax for 30 years	Valley Transportation Authority (VTA) Board of Directors / Measure B Citizens' Oversight Committee	VTA	BART Phase II; Caltrain corridor capacity improvement; Caltrain grade separation	\$6.5 Billion in total	Sales Tax	Capital/Operating	N/A	Set to expire after 2047.
Santa Cruz County (Measure D)	This ¼-cent sales tax guarantees every city and the county a steady, direct source of local funding for local streets and road maintenance, bicycle and pedestrian projects (especially near schools), safety projects, and transit and paratransit service, as well as numerous essential transportation projects and programs throughout the county.	0.5% sales tax for 30 years	The Santa Cruz County Regional Transportation Commission (RTC) Committee / Measure D Taxpayer Oversight Committee	RTC	Measure D will provide \$40,000,000 in funding for the Rail Corridor: 1. Preservation of rail corridor infrastructure, including maintaining and repairing the corridor 2. Analysis of future potential uses, including transit and other transportation uses, of the right-of-way through an open, transparent public process	\$500 Million in total	Sales Tax	Capital	N/A	Set to expire after 2047.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Merced County (Measure V)	Half of the funding to local jurisdictions (nondiscretionary); of the remaining half, 20 percent on bicycle/pedestrian and 5 percent on transit.	0.5% sales tax for 30 years	The Merced County Association of Governments (MCAG) Governing Board / Measure V Citizens Oversight Committee	MCAG	Passenger rail; Railroad crossing safety improvements	\$450 Million in total	Sales Tax	Capital	N/A	Set to expire after 2047.
Stanislaus County (Measure L)	Local street and road improvements, traffic management, bicycle/pedestrian improvements and transit connection improvements.	0.5% sales tax for 25 years	Stanislaus Council of Governments (StanCOG) / Measure L Oversight Committee	StanCOG	Transit connection	\$975 Million in total	Sales Tax	Capital	N/A	Set to expire after 2042.
Marin County (Measure AA)	Maintain, improve, and manage local roads and other infrastructure; maintain and expand efficient and effective local transit services; reduce school-related congestion and provide safer access to schools; reduce congestion on Highway 101.	0.5% special sales tax for 30 years til 2049	Transportation Authority of Marin (TAM) Board of Commissioners / Citizens' Oversight Committee	TAM	Maintain and expand efficient and effective local transit services.	\$810 Million in total	Sales Tax	Capital	N/A	Set to expire after 2049.
San Benito County (Measure G)	Maintain local roads, repair potholes, and improve traffic; Route 25 4-lane expressway project.	1% sales tax for 30 years	Council of San Benito County Governments (SBCOG) Board of Directors / Measure G Citizens' Oversight Committee	SBCOG	Improve traffic	\$480 Million in total	Sales Tax	Capital	N/A	Set to expire after 2049.
Monterey County (Measure X)	Maintain Local Roads & Repair Potholes; increase Safety and Reduce Traffic Congestion, improve Transportation for Youth, Seniors, People with Disabilities & Working Families; Make Walking and Biking Safer	a retail transactions and use tax of a three-eighths' of one-percent (3/8%) for the next 30 years	Transportation Agency for Monterey County(TAMC) Board / Measure X Citizens Oversight Committee	TAMC	Improve congestion	\$600 million in total	Sales Tax	Capital	N/A	Set to expire after 2047.
San Mateo County (Measure W)	Funding used for highway projects, local street repair, grade separations for Caltrain tracks that intersect local streets, expanded bicycle and pedestrian facilities, and improved transit connections.	0.5% sales tax for 30 years	San Mateo County Transportation Authority	50% of those funds are administered by the San Mateo County Transportation Authority while the remaining 50% are administered by the SamTrans Board of Directors.	Grade separation for Caltrain tracks	\$2.4 Billion in total	Sales Tax	Capital	N/A	Set to expire after 2049.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Adminstrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Contra Costa County (Measure J)	Funds used for highways, arterials, transit facilities and services, bicycle and pedestrian facilities, and transportation projects that support all alternative modes of travel and reflects projects and programs of countywide, sub-regional, and local interest.	0.5% sales tax for 25 years	Contra Costa Transportation Authority Board	Contra Costa Transportation Authority	Capitol Corridor Rail Station Improvements at Hercules and Martinez; Hercules Rail Station; BART - East Contra Costa Rail Extension	\$2.5 Billion in total	Sales Tax	Capital	N/A	Set to expire after 2034.
Fresno County (Measure C)	Funds used for public transit (24%), local transportation program (34.6%), street and highway transportation program (30.4%), alternative transportation (6%), environmental enhancement (3.5%), and administration/planning (1.5%).	0.5% transportation sales tax for 20 years	Fresno County Transportation Authority (FCTA) Board / Measure C Citizen Oversight Committee	FCTA	Rail consolidation	\$1.71 billion in total	Sales Tax	Capital	N/A	Set to expire after 2027.
Madera County (Measure T)	Funds used for the improvement needs of regional streets and highways and to accelerate delivery of streets and highways projects delayed due to shortage of funding. The majority of the resources is aimed at meeting scheduled street maintenance (including Maintenance Districts), rehabilitating aged local systems, and could be applied to increase road capacity, provide for pedestrian/bicycle improvements and public transit enhancements or for other transportation improvements.	½ cent sales tax for 20 years	Madera County Transportation Commission (MCTC) Board / Measure T Oversight Committee	MCTC	Railroad grade separation	\$213 million in total	Sales Tax	Capital	N/A	Set to expire after 2027.
Sacramento Transportation Authority (Measure A)	Funds from Measure A are used to reduce traffic congestion, improve public transit, fix local streets and roads, and protect the environment.	1/2 cent sales tax for 30 years	Sacramento Transportation Authority (STA) Board / Independent Taxpayer Oversight Committee	STA	Bus and light rail capital and operations; expand rail service	\$8.38 Billion in total	Sales Tax	Capital/Operating	N/A	Set to expire after 2039.
San Francisco County (Prop K)	Funds used for transit (65.5%), streets and traffic safety (24.6%), transportation system management/strategic initiatives (1.3%), and paratransit (8.5%).	1/2 cent sales tax for 30 years	San Francisco County Transportation Authority (SFCTA) Board / Citizens Advisory Committee	SFCTA	Caltrain electrification; Caltrain Downtown Extension to the Salesforce Transit Center; Caltrain state of good repair; BART station improvements	\$2.35 billion in total	Sales Tax	Capital	N/A	Set to expire after 2034.
San Joaquin County (Measure K)	Major improvements target San Joaquin County freeways, streets and roads, public transit networks, pedestrian, and bicycle friendly programs.	1/2 cent sales tax for 30 years	The San Joaquin Council of Governments (SJCOG) Board	SJCOG	Railroad crossing safety, rail passenger improvements	\$2.55 Billion in total	Sales Tax	Capital	N/A	Set to expire after 2041.
Sonoma County (Measure M)	Measure M provides for a ¼ cent sales tax to be used to maintain local streets, fix potholes, accelerate the widening of Highway 101 for High Occupancy Vehicle (HOV) lanes, improve local street operations, restore and enhance transit services, support the development of passenger rail service, and build safe bicycle and pedestrian routes.	a ¼ cent sales tax for 20 years	Sonoma County Transportation Authority (SCTA) Board / Citizens Advisory Committee	SCTA	Support the development of passenger rail service (SMART)	\$321 Million in total	Sales Tax	Capital	N/A	Set to expire after 2025.

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administrating Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Napa County (Measure T)	Measure T funding is to be used for maintenance, reconstruction, and/or rehabilitation of streets, roads, and transportation infrastructure within the public right-of-way including but not limited to: sidewalks, curb and gutters, curb ramps, lighting, traffic signage, striping, and local roadway drainage.	1/2 cent sales tax for 25 years	NAPA Valley Transportation Authority (NVTa) Board / Independent Taxpayer Oversight Committee	NVTa	Measure T used for local streets and roads maintenance programs.	\$282.15 Million in total	Sales Tax	Capital	N/A	Set to expire after 2043.
Los Angeles County (Measure M)	To improve freeway traffic flow/safety; repair potholes/sidewalks; repave local streets; earthquake-retrofit bridges; synchronize signals; keep senior/disabled/student fares affordable; expand rail/subway/bus systems; improve job/school/airport connections	New 0.5% sales tax increase; and continues previous Measure R (additional 0.5%). Continues in perpetuity	LA Metro	LA Metro	Intended to be used for improving freeway traffic flow; accelerating rail construction; enhance local and regional bus service; bike and ped connections; etc.	\$120 Billion in total	Sales Tax	Capital	N/A	No expiration Funding can only be used for purposes described in the Ordinance and Expenditure Plan
Orange County (Measure M2)	Funds will be spent across all modes, with 75% going to freeways, streets and roads; and 25% going to transit.	0.5% sales tax increase for 30 years	OCTA	OCTA	Transportation Improvements	\$12 Billion in total	Sales Tax	Capital	N/A	30 years; expires after 2041 Funding can only be used for purposes described in the Transportation Investment Plan
Riverside County (Measure A)	Reduce current congestion and provide adequate transportation facilities to accommodate reasonable growth in the future. Provide funding for the adequate maintenance and improvement of Funds used for local streets and roads in the cities and unincorporated areas. Enhance Riverside County's ability to secure state and federal funding for transportation by offering local matching funds.	0.5% sales tax increase for 30 years	Riverside County Transportation Commission	RCTC	Transportation Improvements, including highway widening; metrolink expansion; transit expansion for seniors with disabilities.	\$640 Million in total	Sales Tax	Capital	N/A	30 years; set to expire after 2039; Gives RCTC authority to issue bonds up to \$500 million
San Bernardino County (Measure I)	Funds used for freeway program, freeway interchange program, major street program, local street program, Metrolink/Rail program, express bus/bus rapid transit program, senior and disabled transit program, traffic management systems program	0.5% sales tax increase for 30 years	San Bernardino County Transportation Authority	SBCTA	Transportation improvement and congestion management projects	\$1.8 Billion in total	Sales Tax	Capital	N/A	Set to expire after 2040
San Diego County (TransNet 2)	Funds used for congestion relief program including major transportation corridor improvements, local system improvements, and transit system improvements.	0.5% sales tax increase for 40 years	SANDAG	SANDAG	Highway, transit and local road projects to reduce congestion	\$14 Billion in total	Sales Tax	Capital	N/A	Set to expire after 2048 Mandated the formation of an Independent Taxpayer Oversight Committee (ITOC)
Santa Barbara County (Measure A)	Funds used for local street improvements such as pothole repairs and synchronized traffic signals, increasing senior and disabled accessibility to public transit, building safer walking and bike routes to schools, providing increased opportunities for carpool and vanpool programs.	0.5% sales tax increase for 30 years	SBCAG	SBCAG	Transportation improvements	\$1.05 Billion in total	Sales Tax	Capital	N/A	Set to expire after 2040 Audits and public review conducted by Citizen's Oversight Committee

Appendix 6.2

Rail Funding Database: Operating Funding

Description:

Rail Funding Database is a comprehensive public funding list including public capital and operating funding resources, public subsidies, state revenue, and other financial policies relating to rail infrastructure development, including a discussion of the reasonableness of the revenue assumptions.

Sources:

Caltrans DRMT

Notes

N/A

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administering Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Amtrak Grant	FRA executes and oversees annual grant agreements with the National Railroad Passenger Corporation (Amtrak) that apportion Federal funds appropriated by Congress to Amtrak. Appropriation amounts are determined by the Department of Transportation, through its annual budget submission, and by Amtrak, through its annual Grant and Legislative Request. Amtrak uses these Federal funds for its operating and capital activities, including a portion of its operating expenses, capital maintenance of fleet and infrastructure, capital expansion and investment programs, and capital debt repayment.	Congress	FRA	Amtrak / JPAs	Amtrak uses these Federal funds for its operating and capital activities.	\$1.35 Billion (FY 2023) DOT	Formula	Capital/Operating	N/A	
Restoration and Enhancement Grants	The purpose of this grant program is to provide operating assistance to initiate, restore, or enhance intercity passenger rail transportation. Grants are limited to 3 years of operating assistance per route and may not be renewed. The FAST Act investments are expected to increase spending by \$1.7 billion over 5 years, controlling for inflation.	FAST Act	FRA	FRA	The purpose of this grant program is to provide operating assistance to initiate, restore, or enhance intercity passenger rail transportation.	\$26,337,600 (FY 2020)	Discretionary	Operating	Winter (January 2020)	Federal share to not exceed 80% of net operating costs (NOC) the first year, 60% NOC the second year, and 40% NOC the third year
FTA's State Safety Oversight Program (SSO)	The purpose of the State Safety Oversight program is to oversee safety at rail transit systems. The SSO program is administered by eligible states with rail transit systems in their jurisdiction. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop or carry out their SSO programs.	FAST Act	FTA	FTA	The purpose of the State Safety Oversight program is to oversee safety at rail transit systems. FTA provides federal funds through the SSO Formula Grant Program for eligible states to develop or carry out their SSO programs.	\$3.25 Million (FY 2020)	Formula	Capital/Operating	Summer (June 2014)	Funds may be used for operational and administrative expenses, including training, travel and equipment.
Coronavirus Aid, Relief, and Economic Security (CARES) Act	FTA is allocating \$25 billion to recipients of urbanized area and rural area formula funds, with \$22.7 billion to large and small urban areas and \$2.2 billion to rural areas. Funding will be provided at a 100-percent federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.	Congress	FTA	FTA	COVID-19 relief Bill. CARES Act passed by Congress for transit systems in cities and on Indian reservations throughout California.	\$25 Billion (FY 2021)	Formula	Capital/Operating	Funds are available until expended	Funding will be provided at a 100% federal share, with no local match required, and will be available to support capital, operating, and other expenses generally eligible under those programs to prevent, prepare for, and respond to COVID-19.
State Rail Assistance Program	The State Rail Assistance Program is specifically designed as a revenue source for intercity and commuter rail. The revenue comes from 0.5 percent of a new diesel sales tax revenue, as defined in SB 1. Half of the revenue will be evenly distributed between the five commuter rail operators, and half is allocated to intercity rail corridors. CalSTA announced the first round of awards, totaling \$51.9 million, in January 2018. It is estimated that the annual revenue for this program will be \$44 million.	SB 1	CalSTA	CalSTA / Caltrans DRMT	This program provides funding directly to intercity passenger rail Joint Power Authorities (JPAs) and commuter rail agencies for operations and capital investments.	\$188.8 million awarded since 2018	Formula	Capital/Operating	Summer (July 2020, agencies submit allocation requests to CalSTA)	
Sustainable Transportation Planning Grant Program	The Sustainable Transportation Planning Grant Program includes: - Sustainable Communities Grants (\$29.5 million) to encourage local and regional planning that furthers state goals, including, but not limited to, the goals and best practices cited in the Regional Transportation Plan Guidelines adopted by the CTC. - Strategic Partnerships Grants (\$4.5 million) to identify and address statewide, interregional, or regional transportation deficiencies on the State highway system in partnership with Caltrans. A sub-category funds transit-focused planning projects that address multimodal transportation deficiencies.	SB 1	CTC	Caltrans	The Grant Program also supports related State sustainability initiatives including California State Rail Plan.	\$84 Million (FY 23-24)	Competitive/Formula	Operating	January 2021	

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administering Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
Local Partnership Program (LPP)	SB 1 established the State-Local Partnership Program (LPP), which provides \$200 million in funding annually to provide matching funds for projects funded through voter-approved dedicated transportation tax measures (also known as 'self-help programs'). Eligible projects include road maintenance and rehabilitation purposes and other transportation infrastructure improvements, such as active transportation and transit and rail projects. The majority of funds (\$180 million) are allocated by the CTC with 60% available by formula and 40% available on a competitive basis, to ensure smaller jurisdictions are able to compete.	SB 1	CTC	Caltrans Division of Local Assistance & Caltrans DRMT	The objective of this program is to provide funding to local and regional agencies to improve transit and rail.	\$200 Million annually (FY 2023)	Discretionary/Formula	Capital/Operating	Summer (June 2020)	Projects are required to provide a one-to-one match for LPP funds with local, measure, federal, or other non-state funds unless the project is in a jurisdiction generating under \$100,000 in fees.
Low Carbon Transit Operations Program (LCTOP)	Another transportation program now available through the GGRF includes the Low Carbon Transit Operations Program (LCTOP), under which funds are allocated to local agencies to support new or enhanced bus and rail services and intermodal transit facilities, and to prioritize projects that support disadvantaged communities. The LCTOP receives a continuous allocation of 5 percent of the Cap-and-Trade revenues via GGRF. Revenue from the Cap- and-Trade Program is allocated to GGRF. To date (FY 2013-2014 through FY 2015- 2016), GGRF funding has included \$707 million to the HSR program, \$224 million to the TIRCP, and \$116 million to the LCTOP, in addition to other non transit programs. For FY 2016-2017, GGRF allocated 25 percent of funds to the HSR program, \$135 million plus 10 percent of funds to the TIRCP, and 5 percent of funds to the LCTOP.	Transit, Affordable Housing, and Sustainable Communities Program & GGRF (5%)	CARB	Caltrans DRMT	Supports new or expanded rail service, expand intermodal transit facilities, and may include equipment acquisition, fueling, maintenance and other costs to operate those services or facilities, with each project reducing greenhouse gas emissions.	\$146 Million (FY 2020)	Formula	Capital/Operating	Spring (March 2020, Allocation Requests Due)	
Interregional Transportation Improvement Program (ITIP)	The purpose of the Interregional Transportation Improvement Program (ITIP) is to improve interregional mobility for people and goods across the State of California on highway and passenger rail corridors of strategic importance. These strategic corridors provide the transportation network that connects the state's major regions to one another and connects the rural regions to the large urban areas. The corridors also provide connectivity to neighboring states and the international border with Mexico. The ITIP is a program of projects funded through the State Transportation Improvement Program (STIP) that obtains funding primarily through the per-gallon State tax on gasoline.	25% of STIP funds go to ITIP. Of which, 15% of the funds must go to intercity rail improvements	Caltrans / CTC	Caltrans	The ITIP funds for intercity rail projects and to improvements outside the urbanized areas on interregional road routes.	25% * \$408 Million = \$102 Million (FY 2020)	Formula	Capital/Operating	Winter (Caltrans submit ITIPs by Dec 15th of odd years)	Due each odd numbered year
TDA - Local Transportation Fund	The Transportation Development Act (TDA) creates in each county an LTF for transportation purposes specified in TDA. LTF is used to provide for public transit planning and operations as well as coordination between transit providers serving a particular region. In addition, LTF may also be used to fund bicycle and pedestrian projects. If a region has limited public transit needs, LTF may be used to fund local street and road improvements, as long as there are no unmet transit needs that are deemed reasonable to meet.	Transportation Development Act (TDA) of 1971 (Local Transportation Fund (LTF), which is derived from a ¼ cent of the general sales tax collected statewide)	Transportation Planning Agencies (TPAs)	Caltrans DRMT	Rail passenger service operations & capital improvements	\$1.14 Billion (FY 2019)	Formula	Capital/Operating	April 1st	

Funding Programs	Funding Description	Funding Source	Controlling Authority	Administering Authority	Intended Uses	Funding Levels	Funding Type	Funding Category	Applications Due	Special Notes
BART Region (San Francisco, Contra Costa, and Alameda Counties) (Measure RR)	Repairs and maintenance on BART transit: electrical systems, rail replacement, fixing leaking tunnels, and upgrading central computer control system.	Property tax, for 40 years	BART District Board of Directors / Measure RR Bond Oversight Committee	BART	Transbay Rail Crossing	\$2.44 Billion (FY 2022)	Sales Tax	Operating	N/A	Set to expire after 2041.
Caltrain RR	To preserve Caltrain service and support regional economic recovery, prevent traffic congestion, make Caltrain more affordable and accessible, reduce air pollution with cleaner and quieter electric trains, make travel times faster, and increase Caltrain frequency and capacity between Santa Clara, San Mateo and San Francisco counties	An additional sales tax of 0.125% for 30 years	Peninsula Corridor Joint Powers Board District	Peninsula Corridor Joint Powers District	1. support the operation of Caltrain service levels throughout the corridor from San Francisco to Gilroy. 2. support the expansion of Caltrain peak hour service from six trains per hour per direction to eight trains per hour per direction, as well as the	\$179.2 (FY 2023)	Sales Tax	Operating	N/A	Set to expire after 2050.
Alameda and Contra Costa Counties (Measure C1)	Transportation options that allow for independence and mobility for seniors and persons with disabilities. Transportation to areas where people work and attend schools. Reduced greenhouse gas emissions and promotes alternatives to driving. Bus service reliability and on-time performance. Continued support of bus operations and maintenance.	Extend its existing 8 dollars per month parcel tax at current levels for 20 years	Alameda-Contra Costa Transit District Board of Directors / Measure C1 Oversight Committee	AC Transit	AC Transit bus O&M	\$600 Million in total	Sales Tax	Capital/Operating	N/A	Set to expire after 2039.
Santa Clara County (Measure B)	\$1.5 billion for BART Phase II; \$250 million for bicycle/pedestrian projects; \$2.85 billion for highways; \$1.2 billion for local streets; \$500 million for transit operations.	0.5% sales tax for 30 years	Valley Transportation Authority (VTA) Board of Directors / Measure B Citizens' Oversight Committee	VTA	BART Phase II; Caltrain corridor capacity improvement; Caltrain grade separation	\$6.5 Billion in total	Sales Tax	Capital/Operating	N/A	Set to expire after 2047.
Sacramento Transportation Authority (Measure A)	Funds from Measure A are used to reduce traffic congestion, improve public transit, fix local streets and roads, and protect the environment.	1/2 cent sales tax for 30 years	Sacramento Transportation Authority (STA) Board / Independent Taxpayer Oversight Committee	STA	Bus and light rail capital and operations; expand rail service	\$8.38 Billion in total	Sales Tax	Capital/Operating	N/A	Set to expire after 2039.

Appendix 7.1

Population Growth Projection 2020-2050

Description

The table shows the State of California's population projections until 2050. There is a projected population growth of 9.7% by 2050. This is based on 2020 population as the most recent year of actual data prior to projections.

Sources

Notes:

March 5, 2021

Report P-1A: Total Population Projections, 2010-2060 California (2019 Baseline)

Jump to Data:

[Total Population for July 1 from 2010 to 2060](#)

Data Notes:

The California Department of Finance (DOF), Demographic Research Unit is responsible by statute for maintaining postcensal population projections which are calculated using the demographic balancing equation:

$$\text{Current Population} = \text{Previous Population} + (\text{Births} - \text{Deaths}) + \text{Net Migration}$$

This method calculates the population in the target year by starting with the population from the previous year, adding natural increase (births minus deaths) and net migration that occurred during the time period between the two years. The births, deaths, and migration anticipated during the time period are called the components of change. A cohort-component method traces people born in a given year throughout their lives. As each year passes, cohorts change due to the mortality and migration assumptions. Applying fertility assumptions to women of childbearing age forms new cohorts at age zero.

These 2019 baseline projections incorporate the latest historical population, birth, death, and migration data available as of July 1, 2020. Historical trends from 1990 through 2020 for births, deaths, and migration are examined. County populations by age, sex, and race/ethnicity are projected to 2060. The county projections are then summed to obtain data for the state.

View the Methodology at:

[Department of Finance - Projections](#)

Published by:

Demographic Research Unit
Department of Finance

Website: www.dof.ca.gov/Forecasting/Demographics/Projections/

Phone: 916-323-4086

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Year	Population
2020	39782419*
2021	39,953,269
2022	40,146,003
2023	40,354,217
2024	40,574,215
2025	40,808,001
2026	41,028,749
2027	41,245,009
2028	41,456,075
2029	41,660,700
2030	41,860,549
2031	42,050,984
2032	42,231,577
2033	42,403,084
2034	42,565,496
2035	42,718,403
2036	42,862,413
2037	42,998,578
2038	43,126,054
2039	43,243,462
2040	43,353,414
2041	43,454,656
2042	43,548,719
2043	43,634,900
2044	43,713,905
2045	43,785,947
2046	43,850,633
2047	43,909,258
2048	43,961,292
2049	44,008,766
2050	44,049,015

Appendix 7.2

Job Growth Projection 2018-2028

Description

2018-2028 Occupational Employment Projections, per the State of California Employment Development Department, expects job growth to increase 8.4% from base year estimates of 18,825,900 to 20,412,500 by 2028.

Sources

<https://data.edd.ca.gov/Employment-Projections/Long-Term-Occupational-Employment-Projections/4yzm-uyfq>

Notes

The State's "long-term" projections only go out 10 years. This is the most up to date data available.

SOC Level^[1]	1
SOC Code^[2]	00-0000
Occupational Title	Total, All Occupations
Base Year Employment Estimate 2018^{[3][4]}	18,825,900
Projected Year Employment Estimate 2028	20,412,500
Numeric Change 2018-2028^[5]	1,586,600
Percent-age Change 2018-2028	8.4%
Exits^[6]	8,565,770
Transfers^[7]	14,016,200
Total Job Openings^[8]	24,168,570
Median Hourly Wages^[9]	\$21.78

Median Annual Wages [9]	\$45,310
Entry Level Education [10][11]	N/A
Work Experience [10][11]	N/A
On-the-Job Training [10][11]	N/A

Employment Development Department
Labor Market Information Division
Published: July 2020
[1] The occupations in the Standard Occupational Classification (SOC) are classified at four levels of aggregation to suit the needs of various data users: major group, minor group, broad occupation, and detailed occupation. Each lower level of detail identifies a more specific group of occupations.
[2] The Standard Occupational Classification (SOC) system is a federal statistical standard used by federal and state agencies to classify workers into occupational categories for the purpose of collecting, calculating, or disseminating data.
[3] Data sources: U.S. Bureau of Labor Statistics' Current Employment Statistics (CES) March 2019 benchmark, Quarterly Census of Employment and Wages (QCEW) industry employment, and Occupational Employment Statistics (OES) data.
[4] Occupational employment projections include self-employed, private household workers, farm, and nonfarm employment. Occupations with employment below 1,000 in 2020 are excluded. Occupation subtotals may not add to the totals due to rounding and the suppression of data.
[5] Numeric change measures the projected number of job gains or losses in an occupation for the projection period.
[6] Exits are the projected number of workers leaving an occupation and exiting the labor force entirely.
[7] Transfers are the projected number of workers leaving an occupation and transferring to a different occupation.
[8] Total job openings is the sum of exits, transfers, and numeric change.
[9] Median wages are the estimated 50th percentile of the distribution of 2020 first quarter wages. 50 percent of workers in an occupation earn wages below, and 50 percent earn wages above the median wage. Wages do not include self-employed or unpaid family workers. An estimate could not be provided for wages listed as \$0.
[10] The Bureau of Labor Statistics develops and assigns education and training categories to each occupation. For more information please see https://www.bls.gov/emp/documentation/education-training-system.htm
[11] N/A - Information is not available.

Projections for previous periods are not always comparable to the latest projections, due to changes in industry, occupational, and geographical classifications; historical data revision; and changes in data collection and projections procedures.

[For more information please see the EDD Data Library: https://data.edd.ca.gov/](https://data.edd.ca.gov/)

Appendix 8.1

Safety

Description

Appendix 9.1 includes a description of various safety entities related to rail and transit.

Safety and Security

Like all transportation systems, freight and passenger rail operations face safety and security challenges. Rail-related safety incidents range from minor injuries to fatalities, which can occur due to at-grade crossing conflicts, trespassing on railroad property, pedestrian conditions, human error, and other deficiencies. Where deficiencies exist, safety risks can be mitigated through a combination of programs, such as public education campaigns. The California Operation Lifesaver Incorporated program, for example, administers an outreach program to share a rail safety message with the public, K-8 students, emergency responders, and professional drivers. Sometimes safety risks can be improved through track and signal upgrades, gate and warning system activation, and grade separations when practicable. The safety and security of railroads is regulated by federal and state law, and enforced by a variety of federal and state agencies.

Funding of critical safety improvements is administered through a variety of federal and state programs. Regulatory Agencies Federal rail safety regulators include:

Name	Description	Link to Website
FRA Office of Railroad Safety	conducts safety inspections, collects and analyzes accident data, and enforces existing safety laws and regulations. A Passenger Rail Division in the Office of Safety develops passenger-rail-specific safety programs and initiatives, and enforces safety policies, regulations, and guidance for commuter, intercity, and HSR.	Office of Railroad Safety FRA (dot.gov)
Transportation Security Administration	oversees Amtrak and commuter rail system security by monitoring stations and infrastructure, and identifying and mitigating potential security risks to both passengers and cargo.	Transportation Security Administration Transportation Security Administration (tsa.gov)

National Transportation Safety Board	investigates and reports on all passenger railroad fatalities or property damage.	https://www.nts.gov/Pages/default.aspx
CPUC	helps enforce federal safety and security regulations; conducts design safety reviews of crossing projects; investigates railroad accidents; regulates safety and security at transit crossings and stations; and responds to safety-related public and agency inquiries. The CPUC also hires railroad safety inspectors to supplement FRA's regional inspectors. In addition to safety regulation, the CPUC has authority over the construction and/or modification of existing crossings and grade separations.	https://www.cpuc.ca.gov/
Caltrans DRMT	inspects state-owned rail equipment and facilities; funds safety improvements; and is a partner in safety education and awareness programs.	https://dot.ca.gov/programs/rail-and-mass-transportation
Pipeline and Hazardous Materials Safety Administration (PHMSA)	regulates the rail transportation of materials that are poisonous by inhalation and carried in tank cars.	https://www.phmsa.dot.gov/
California Office of Emergency Services (Cal OES)	coordinates preparedness for and response to natural and manmade disasters; and administers transit security grants to intercity passenger rail and commuter rail systems.	https://www.caloes.ca.gov/

Sources