



NAPA VALLEY TRANSPORTATION AUTHORITY Board Agenda Letter

TO: Board of Directors
FROM: Kate Miller, Executive Director
REPORT BY: Kate Miller, Executive Director
(707) 259-8634 / Email: kmiller@nvta.ca.gov
SUBJECT: Federal and State Legislative Updates and State Bill Matrix

RECOMMENDATION

That the Napa Valley Transportation Authority (NVTA) Board receive the monthly Federal and State Legislative updates, and State Bill Matrix.

EXECUTIVE SUMMARY

The Board will receive the Federal Transportation Legislative update (Attachment 1) provided by Van Scoyoc Associates, the State Legislative update (Attachment 2) and the State Bill Matrix (Attachment 3), provided by Platinum Advisors, and the California Transportation Funding Proposals Matrix (Attachment 4) .

FISCAL IMPACT

Is there a Fiscal Impact? No

SUPPORTING DOCUMENTS

Attachments: (1) January 30, 2017 Federal Legislative Update (Van Scoyoc Associates)
(2) January 30, 2017 State Legislative Update (Platinum Advisors)
(3) January 30, 2017 State Bill Matrix (Platinum Advisors)
(4) January 30, 2017 California Transportation Funding Proposals Matrix



TO: Kate Miller, NVTA
FROM: Steve Palmer, Channon Hanna, and David Haines
DATE: February 6, 2017
SUBJECT: Federal Legislative Update

The following is a summary of federal legislative activities related to transportation, housing, and environmental issues over the last month.

Legislative Action

Regulatory Repeal Bill. On January 4, the House voted 238-184 to pass H.R. 21, the Midnight Rules Relief Act of 2017. The legislation would amend the Congressional Review Act (CRA) to allow Congress to overturn multiple regulations issued by the Obama Administration in the last six months with a single resolution. Under current law, regulations with an annual economic impact in excess of \$100 million and issued after June 13, 2016 are subject to review by a new President and Congress. However, Congress must vote to repeal each regulation, one at a time.

Major rules issued by the Obama Administration in the last six months pertaining to transportation include:

- Greenhouse Gas Emissions and Fuel Efficiency Standards for Medium and Heavy-Duty Engines and Vehicles
- Operation and Certification of Small Unmanned Aircraft Systems
- Transit Asset Management, National Transit Database

115th Congress Committee Assignments. The House and Senate Republicans and Democrats released their Committee assignments.

Congressional Hearings

Homeland Security Secretary Nomination. On January 10, the Committee on Homeland Security and Governmental Affairs held a hearing to consider Ret. Gen. John Kelly as Secretary of the Department of Homeland Security. Ret. Gen. Kelly previously served as the U.S. Southern Command chief.

Transportation Secretary Nomination. On January 11, the Committee on Commerce, Science, and Transportation held a hearing to consider the Honorable Elaine Chao as Secretary of the Department of Transportation (DOT), who previously served as Labor

Secretary during President George W. Bush's administration and Deputy Transportation Secretary under President Reagan.

The Secretary-designate stated her intent to focus on ensuring that DOT effectively enforces safety regulations, streamlines the processes for infrastructure projects, and fairly treats both rural and urban areas of the country. In addition, she stated that her focus for DOT would be "to identify, recruit and hire the best people possible for the positions that will be open in the incoming Administration to help lead the organization". She stated that her top priorities as Secretary would be:

- Maintain a culture of good stewardship on behalf of the American people through effective enforcement of safety measures; strengthening planning and acquisition practices; and considering new technologies in our infrastructure.
- Find ways to expedite the process of making repairs and building new constructions and decreasing the regulatory burdens when appropriate. It is necessary to look at the existing processes for infrastructure development and find more efficient ways to address bottlenecks in planning and permitting.
- Strive for equity between urban and rural areas, among different modes of transportation, and other competing but equally deserving stakeholders.

On January 24, the Senate Committee on Commerce, Science, and Transportation approved the nomination of former Labor Secretary Elaine Chao to be Secretary of the Department of Transportation, and the Senate voted to confirm Chao on a 93-6 vote on January 31st winning praise from both Republicans and Democrats. Both Senators Feinstein and Harris voted in favor of the Chao's appointment.

Nomination of Housing and Urban Development (HUD) Secretary. On January 12, the Senate Banking, Housing, & Urban Affairs Committee held a hearing to consider the nomination of Dr. Ben Carson to be Secretary of the U.S. Department of Housing and Urban Development. On January 24, the Committee approved his nomination.

Nomination of Environmental Protection Agency (EPA) Secretary. On January 18, the Senate Environment and Public Works Committee held a hearing to consider the nomination of Oklahoma Attorney General Scott Pruitt to be Administrator of the U.S. Environmental Protection Agency. During the hearing, Attorney General Pruitt was repeatedly attacked on his record of environmental protection and his views on global warming during his confirmation hearing to be Secretary of U.S. Environmental Protection Agency. Pruitt countered the accusations with his belief that stringent regulations proposed by some Democrats are not needed to address the environmental and climate changes occurring in the world.

Nomination of Office of Management and Budget (OMB) Director. On January 24, the Senate Committee on Homeland Security and Governmental Affairs held a hearing to consider the nomination of Rep. Mick Mulvaney to be Director of the White House Office of Management and Budget.

Executive Branch

Q&A with Secretary Foxx on Reddit. On January 4, Secretary Foxx answered the public's transportation questions on Reddit. The Q&A can be found on Reddit's website.

Cabinet Agency Exit Memos. On January 9, the White House released the exit memos from each Cabinet Member. The exit memos highlight the progress made by each Department, the vision of the Department, and the work that remains. The memo from the Department of Transportation highlighted the innovative technologies in transportation, the work done by the Department to increase safety across all modes of transportation, the improvements made to our nation's infrastructure, and the work toward environmental sustainability.

Hazardous Air Pollutants. On January 9, EPA published and seeks public comment on a draft notice of the rational for granting petitions to add n-propyl bromide (nPB), also known as 1-bromopropane (1-BP), to the list of hazardous air pollutants (HAP) included in the Clean Air Act. nPB is currently listed as a developmental/reproductive toxicant under Proposition 65 in California. Comments are due March 10, 2017.

Recovery Act Eight Years Later. On January 10, DOT issued a report which described the roughly \$48 billion of investments in our transportation system through the American Recovery and Reinvestment Act (ARRA). The report highlights the projects completed through funding from ARRA, and the programs such as the Transportation Investment Generating Economic Recovery (TIGER) grant program.

Light-Duty Vehicle Greenhouse Gas Emissions Standards for Model Years 2022-2025. On January 12, EPA issued a final determination, which keeps in place vehicle emissions standards for model years 2022-2025. This determination means the average fleet-wide fuel economy sticker value will reach 36 miles per gallon for 2025 vehicles, a 10 mpg bump from current models.

Award Management Requirements Circular. On January 13, FTA updated its Award Management Requirements Circular to incorporate changes to FTA's programs resulting from enactment of the FAST Act and MAP-21. The final circular incorporates Department of Transportation (DOT) regulations, "Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards," 2 CFR part 1201, and changes in the terms as used in FTA's new electronic award management system, the Transit Award Management System (TrAMS). The final circular is effective on February 13, 2017.

Meeting of Advisory Committee on Automation in Transportation. On January 16, DOT's Advisory Committee on Automation in Transportation met in Washington, DC. The purpose was to provide information, advice, and recommendations to the U.S. Secretary of Transportation on cross-modal matters relating to the development and

deployment of automated vehicles and assess the state of Departmental research, policy and regulatory support within this framework.

Programmatic Assessment of GHG Emissions from Transit Projects. On January 18, FTA announced the availability of a final Programmatic Assessment of Greenhouse Gas Emissions from Transit Projects and an accompanying Greenhouse Gas Emissions (GHG) Estimator Tool. The final assessment and tool are effective immediately.

National Performance Management Measures Assessing Performance of National Highway System (NHS), Freight Movement on Interstate System, and Congestion Mitigation and Air Quality Improvement Program ***(CMAQ).*** On January 18, FHWA issued a final rule that establishes a set of performance measures for State departments of transportation and Metropolitan Planning Organizations to use as required by MAP-21 and the FAST Act. The measures in this final rule will be used by state DOTs and MPOs to assess the performance of the Interstate and non-Interstate National Highway System for the purpose of carrying out the National Highway Performance Program; to assess freight movement on the Interstate System; and to assess traffic congestion and on-road mobile source emissions for the purpose of carrying out the CMAQ. This performance measure final rule also includes a discussion that summarizes all three of the national performance management measures rules and the comprehensive regulatory impact analysis (RIA) to include all three final rules. The final rule is effective February 17, 2017.

National Performance Management Measures Assessing Pavement Condition for National Highway Performance Program (NHPP) and Bridge Condition for National Highway Performance Program. On January 18, Federal Highway Administration (FHWA) issued a final rule to establish measures for State departments of transportation to use to carry out the NHPP to assess the condition of the following: Pavements on the National Highway System (excluding the Interstate System), bridges carrying the NHS which includes on- and off-ramps connected to the NHS, and pavements on the Interstate System. This final rule establishes regulations for the new performance aspects of the NHPP that address measures, targets, and reporting. The FHWA issues this final rule based on sec. 1203 of MAP-21, which identifies national transportation goals and requires the Secretary to promulgate rules to establish performance measures and standards in specified Federal-aid highway program areas. The final rule is effective February 17, 2017.

FY 2017 Partial Year Apportionment Tables. On January 19, Federal Transit Administration (FTA) released its apportionment tables allocating funding until April 28, 2017. In the tables, FTA apportions \$5,323,087,320 in new contract authority and approximately \$1.04 billion in unobligated or carryover contract authority that is available in FY 2017 from prior years.

Vehicle to Infrastructure Guidance. On January 19, the FHWA released guidance documents on vehicle-to-infrastructure, or V2I, technology. V2I technologies capture vehicle-generated traffic data, wirelessly providing information such as advisories from

the infrastructure to the vehicle that inform the driver of safety, mobility, or environment-related conditions. State and local agencies are likely to install V2I infrastructure alongside or integrated with existing ITS equipment. The Vehicle-to-Infrastructure (V2I) Deployment Guidance provides FHWA staff and state and local transportation system owners and operators with information on topics that public agencies will address as they evaluate and deploy V2I technologies. This guidance is intended to help agencies deploy V2I technology, not only in terms of the Federal-aid Highway program requirements, but also practices to help ensure interoperability and efficient and effective planning, procurement, and operations throughout the full lifecycle.

National Public Transportation Safety Plan. On January 19, FTA published the final National Public Transportation Safety Plan that establishes performance measures designed to improve the safety of public transportation systems that receive FTA federal financial assistance.

Regulatory Freeze. On January 20, White House Chief of Staff Reince Priebus issued a memo to the Heads of Executive Branch Departments and Agencies freezing new or pending regulations giving the new Administration time to review them. The memo states that any rule that has been sent to the Office of the Federal Register but not yet published, must be withdrawn. The memo also requires that rules published in the last 60 days must delay their effective date for at least another 60 days. The memo excludes any rule that is in response to an emergency situation or other urgent circumstances relating to health, safety, financial or national security matters.

Buy America Handbook. On January 23, FTA published its Buy America handbook which provides information on complying with FTA's Buy America pre-award and post-delivery audit requirements for revenue service rolling stock procurements, from the solicitation phase through final acceptance of the rolling stock. The Handbook explains and illustrates how to calculate domestic content of rolling stock. The handbook is effective February 16, 2017.

Freeze on EPA Grants. On January 23, the White House sent a letter to the EPA's Office of Administration and Resources Management ordering a freeze on all grants, contracts, and interagency agreements pending a review by the Trump administration.

HUD Seeking Comment on Equal Access. On January 24, published a notice seeking comment on a final rule entitled "Equal Access in Accordance with an Individual's Gender Identity in Community Planning and Development Programs." Through this final rule, HUD ensures equal access to individuals in accordance with their gender identity in programs and shelter funded under programs administered by HUD's Office of Community Planning and Development (CPD). Comments are due February 23, 2017.

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January 30, 2017

TO: Kate Miller, Executive Director
Napa Valley Transportation Authority

FR: Steve Wallauch
Platinum Advisors

RE: Legislative Update

Infrastructure Investments: While the Senate Transportation & Housing Committee kicked off the discussions on investing in California's transportation system, the new Trump Administration has kicked up flurry of activity on its plans to invest up to \$1 trillion dollars in infrastructure projects.

The Senate Transportation & Housing Committee held an informational hearing on the growing need for revenue to maintain state highways, local roads, and public transit systems. It was the same call to arms to defeat a growing problem the legislature has been grappling with for the past two-years. The Committee Chair, Senator Jim Beall, has introduced SB 1, which would invest nearly \$6.5 billion to address this growing problem, and his counterpart in the Assembly, Assemblyman Jim Frazier, has introduced a similar proposal in AB 1. The informational hearing yesterday provided another opportunity for representatives from transit, counties, cities and the state to outline the problem that grows more dire each year. With the Governor's renewed interest in reaching a deal, optimism is starting to surge that legislation will reach the 2/3 vote necessary to enact a solution. Rumors are that the Senate intends to try and move SB 1 to the Assembly by mid-February. Also attached is a matrix comparing AB 1, SB1 and the Governor's proposal.

On the federal level, the "leak" of an infrastructure investment plan circulated by the National Governors Association (NGA), and the release the Senate Democrats investment plan, has caused a flurry of activity at the state level. While the Trump Administration has not contacted anyone at the state level, the (NGA) is apparently taking the lead on a call for projects. The NGA has asked California State Transportation Agency (CalSTA) to submit its priority list of projects. Currently, California's request is focusing on border crossing improvement in San Diego, freight and commuter rail projects in Los Angeles region and in the Bay Area, and investment in the Highway 99 corridor.

However, last week CalSTA issued a call for projects asking county and regional transportation agencies submit their highest priorities in order to develop a coordinated list of projects. These requests were required to be submitted within 24 hours, and meet the specifications issued by the NGA. The NGA's threshold requirements state that the project must be close to shovel ready with at least 30% engineering work completed, address national security or public safety emergency, and create jobs. The NGA asked CalSTA to submit its three highest priority projects, but CalSTA intends to submit the 2 or 3 projects from each region. At this point, it is unclear where this goes from here.

Budget overview. The Legislative Analyst's Office (LAO) put out their [overview](#) of the governor's proposed budget. The LAO's advice and analyses figure heavily into the debate on budget priorities during budget season. The LAO will be producing numerous additional analyses that take a more in depth look at specific topics. The report the LAO released is simply a quick overview and response to some of the projections and proposals the governor presented on January 10.

The LAO agrees with the Administration's decision to simply assume the continuation of current law on the federal level. Until more detailed information about what Congress and the President plan to implement is known, it is impossible to model scenarios with any certainty. The LAO advises the Legislature to begin budget deliberations by setting a target level for the state's reserves – preferably a target above even that of the Administration.

Personal Income Tax Projections - Generally, the LAO believes the Administration's 2017-18 personal income tax (PIT) estimates are too low, based on historical growth and the Administration's other economic projections. The Administration estimates 3.3% growth in the budget year, when PIT growth typically comes in around 5%. Since 2009-10, the average has been over 8%, and growth has exceeded 3.3% in 18 of the last 21 years. Whether the PIT is up or down, the May Revision will provide some much needed clarity and direction. If PIT revenues are higher than expected, it is important to note that much of the funding would be dedicated by law to the Prop 98 minimum funding guarantee and the budget reserve and debt repayment requirements under Prop 2.

Cap & Trade – The LAO agrees with the governor's proposal to reconfirm the Air Resources Board's authority to conduct Cap & Trade auctions with a 2/3 vote. This would resolve the question of whether the auction constitutes an illegal tax because it was enacted with a simple majority vote. The LAO also notes that a 2/3 vote would allow the Legislature to use the revenue more broadly, not simply on activities that reduce greenhouse gas emissions. The LAO also urges the Legislature to consider options in allocating the funds differently than as proposed by the governor.

Transportation Funding Package – The LAO agrees with the Administration that there is a strong need for a transportation funding package, however they recommend prioritizing the funding of highway maintenance over any other program so that major

rehabilitation to highways can be avoided as much as possible. The LAO also notes that the Governor's plan significantly underfunds the estimated need.

Legislation: New bill introductions continue to trickle across the desk, but the majority of new bills will not begin to flow until the days before the February 17th introduction deadline. Some of the legislation expected to be introduced is outlined in the California Transportation Commission's (CTC) annual report to the Legislature. These recommendations include the following proposals.

- Permanently authorize Caltrans and its regional partners to use alternative project delivery tools such as public-private partnerships, design-build, and construction manager/general contractor methods.
- Expand Caltrans' ability to hire consultant teams as needed, including for any engineering, right-of-way, architectural, and other professional services utilized by Caltrans and its regional partners.
- Apply the provisions of SB 743 (Steinberg, 2013), which prohibit a court from staying or enjoining a project solely because of the project's potential contribution to greenhouse gas emissions, to transportation projects included in a Regional Transportation Plan (RTP) that is compliant with SB 375 (Steinberg, 2008) requirements.
- Create a task force to establish a process for early engagement of all parties in project development to reduce permit processing time, establish reasonable deadlines for permit approvals, and provide greater certainty of permit approval requirements.
- Provide environmental streamlining measures for bike and pedestrian projects awarded funding through the Commission's Active Transportation Program (ATP).
- Expand statutory authority for regions statewide to adopt and implement a regional commuter benefits ordinance similar to the successful program in the Bay Area.
- Extend statutory authority related to environmental review exemptions for specific repairs within existing public rights of way.
- Assign to the CTC the responsibility to allocate Caltrans' project development costs by project component and provide the Commission with the resources necessary to effectively review allocation requests.



January 30, 2017

Existing Positions

Bills	Subject	Status	Client - Position
AB 1 (Frazier D) Transportation funding.	Substantially similar in structure to ABX 26 from last session, AB 1 is Assemblyman Frazier's renewed effort to address the funding shortfall facing our transportation infrastructure. This bill would generate about \$6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.	ASSEMBLY TRANS	SUPPORT
AB 17 (Holden D) Transit Pass Program: free or reduced-fare transit passes.	AB 17 would create the Student Transit Pass Program to be administered by the Caltrans; however, the bill does not contain any funding. The bill would require the Controller to allocate moneys made available for the program, upon appropriation by the Legislature, to each transit operator pursuant to the STA formula. The funds must be used to support transit pass programs that provide free or reduced-fare transit passes to specified pupils and students.	ASSEMBLY TRANS	Watch
AB 28 (Frazier D) Department of Transportation: environmental review process: federal pilot program.	AB 28 will be heard January 30 by the Assembly Transportation Committee, where it is expected to pass. This bill would re-enact provisions that sunset on December 31 st 2016 that delegate the responsibility to Caltrans for complete NEPA review of transportation projects. While this same provision is also in AB 1 and SB 1, AB 28 is an urgency measure that can be moved ahead of any transportation funding agreement.	ASSEMBLY TRANS January 30, 2017	SUPPORT
SB 1 (Beall D) Transportation funding.	Similar to SBX 1 from last year, SB 1 contains Senator Beall's transportation funding proposal. This bill would generate about \$6.6 billion in revenue for the maintenance and rehabilitation of state highways and local streets and roads, as well as provide targeted investments in public transit and good movement corridors.	SENATE RLS.	SUPPORT

California Transportation Funding Proposals

ATTACHMENT 4
NVT A Agenda Item 12.4
February 15, 2017

	AB 1 (Frazier)	SB 1 (Beall)	Governor's Proposal Based on Budget Summary. Actual language not available yet.
REVENUES			
Truck Weight Fees	Returns approximately \$500 million in truck weight fees over 5 years.	Returns approximately \$500 million in truck weight fees over 5 years	No Proposal Keep using weight fees for debt service.
Loan Repayment	Repay over two years \$706 million in outstanding loans.	Repay over two years \$706 million in outstanding loans	Repay \$706 million over three fiscal years.
Excise Tax	<p>\$1.8 billion in new gasoline excise tax revenue by raising gasoline excise tax by 12 cents.</p> <p>\$1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This would reset the price based excise tax back to 17 cents.</p> <p>\$600 million in new diesel excise tax revenue by increasing the excise tax by 20 cents.</p>	<p>\$1.8 billion in new gasoline excise tax revenue by raising gasoline excise tax by 12 cents.</p> <p>\$1.1 billion gasoline excise tax revenue is generated by eliminating BOE's "true-up" process. This would reset the price based excise tax back to 17 cents.</p> <p>\$600 million in new diesel excise tax revenue by increasing the excise tax by 20 cents.</p>	<p>\$1.1 billion by eliminating the BOE's "true-up" process for the price based excise tax, and setting the price based excise tax at 21.5 cents. Adjust the excise tax annually for inflation.</p> <p>\$425 million by increasing the diesel fuel excise tax rate by 11 cents. Adjust the excise tax annually for inflation.</p>
Vehicle Registration Fees	<p>\$1.3 billion by imposing a vehicles registration fee of \$38.</p> <p>\$21 million by imposing a \$165 registration fee on all zero emission vehicles</p>	<p>\$1.3 billion by imposing a vehicles registration fee of \$38.</p> <p>\$13 million by imposing a \$100 registration fee on all zero emission vehicles.</p>	\$2.1 billion by imposing a \$65 Road Improvement Charge on the registration of all vehicles, including zero emission and hybrid vehicles.
Cap & Trade Revenue	\$300 million in additional cap & trade revenue dedicated to transit programs by increasing the formula allocation to these programs.	\$300 million in additional cap & trade revenue dedicated to transit programs by increasing the formula allocation to these programs.	\$400 million cap & trade revenue appropriated annually to the Transit Capital & Intercity Rail Program, and \$100 million to the Active Transportation Program.
Diesel Sales Tax	\$263 million by increasing the sales tax on diesel fuel by 3% for a total rate of 5.25%.	\$300 million by increasing the sales tax on diesel fuel by 3.5% for a total rate of 5.75%.	No change.
Article 19 Revenue	Approximately \$70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account.	Approximately \$70 million in Non-Article 19 funds is directed to the Road Maintenance and Rehabilitation Account	No change.
TOTAL REVENUE	Approximately \$6 billion annually and \$706 million in onetime funds.	Approximately \$6 billion annually and \$706 million in onetime funds.	Approximately \$4.2 billion annually and \$706 million in onetime funds.

California Transportation Funding Proposals

General Break Down of Revenue Allocations	Cities -- \$1.1 Billion annually & \$176 million one time. Counties -- \$1.1 Billion annually & \$176 million one time. Transit -- \$563 million annually SHOPP -- \$1.47 billion annually STIP -- \$770 million annually	Cities -- \$1.1 Billion annually & \$176 million one time. Counties -- \$1.1 Billion annually & \$176 million one time. Transit -- \$563 million annually SHOPP -- \$1.47 billion annually STIP -- \$770 million annually	Cities -- \$580 million annually Counties -- \$580 million annually Transit -- \$400 million annually SHOPP -- \$1.8 billion annually STIP -- \$800 million
FUNDING PROGRAMS			
State and Local Partnership Program	State and Local Partnership Program is created and funded with \$200 million annually.	State and Local Partnership Program is created and funded with \$200 million annually	\$250 million annually allocated to a local partnership grant program.
Active Transportation Program	Active Transportation Program would receive \$80 million annually from the RMRP. In addition, up to \$70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.	Active Transportation Program would receive \$80 million annually from the RMRP. In addition, up to \$70 million annually will be transferred to the Active Transportation Program resulting from operational efficiencies identified by Caltrans through the annual budget process.	Active Transportation Program would receive \$100 million in cap & trade revenue. This would be an annual appropriation subject to budget negotiations.
Advanced Mitigation Fund	Advanced Mitigation Fund is allocated \$30 million annually for four years	Advanced Mitigation Fund is allocated \$30 million annually for four years.	The proposal includes an Advanced Mitigation program, but it is unknown how much revenue is dedicated to this program.
University Research Funding	California State University will receive \$2 million annually. \$3 million annually to the Institutes of Transportation Studies at the University of California.	California State University will receive \$2 million annually.	Unknown
State Highway & Local Streets and Roads Funding	\$1.45 billion is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. \$1.45 billion is continuously appropriated to cities and counties	\$1.45 billion is continuously appropriated for maintenance of the state highway system as specified in each SHOPP plan. \$1.45 billion is continuously appropriated to cities and counties	\$1.7 billion annually in new tax revenue and \$100 million in Caltrans efficiency savings for making repairs to the state highway system. \$1.1 billion annually to cities and counties for local street and road maintenance projects
Trade Corridors Improvement Fund	\$600 million for the Trade Corridors Improvement Fund program This Fund will also govern the allocation of federal FAST Act funds received by the state.	\$600 million for the Trade Corridors Improvement Fund program This Fund will also govern the allocation of federal FAST Act funds received by the state.	Trade Corridor Improvements are allocated \$250 million annually, along with \$323 million from loan repayment funds, for investment in the state's major trade corridors.