



Fund it. Build it. Get California *Moving!*

Senate Republicans' Roadmap to Keep California *Moving*

Transportation Money for Transportation Projects (SCA 1X 1, Huff)

Constitutionally guarantees that the billions paid annually in transportation taxes by California drivers are only used for transportation purposes. In addition, SCA X1 1 would permanently commit any future transportation taxes and fees along with the \$1 billion collected in weight fees to transportation projects.

Cap and Trade Taxes: \$1.9 Billion in Revenues (SB 1X 2, Huff)

Dedicates all cap and trade taxes generated from the sale of gasoline to improving California's streets and roads. SB X1 2 would specify how approximately \$1.9 billion in revenues collected from Cap and Trade auction funds from the recently imposed tax on gasoline and diesel fuel, would be spent

High-Speed Rail Project (SB 1X 3, Vidak)

Allows Californians to vote on whether they want to continue funding the HSR project, which is estimated to cost over \$100 billion to complete, and would immediately freeze any further spending on the project until after a vote on June 7, 2016. If approved by voters, any unspent High Speed Rail (HSR) dollars would be redirected to repair and/or construct new state highways and local streets and roads.

Prohibits Cap & Trade Taxes For High-Speed Rail (SB 1X 6, Runner)

SB X1 6 prohibits the use of cap and trade funding for high-speed rail and redirects the funding to local street and road projects.

Caltrans Efficiencies (SB 1X 9, Moorlach)

SB X1 9 prohibits the use of temporary funding sources, such as loan repayments, bond funds and grant funds, to hire permanent staff, and increases the share of contract employees in the Caltrans' Capital Outlay Support program by five percent annually, beginning in 2016, until a 50/50 ratio of state staff and contract employees is reached in 2023.

Local Control (SB 1X 10, Bates and Nguyen)

Increases local control by converting the State Transportation Improvement Program (STIP) into a grant program, giving local agencies increased flexibility to prioritize projects, and streamlines project approval to ensure that high-priority projects are completed as quickly as possible.

CEQA Reforms (SB 1X 11, Berryhill)

Exempts vital road repair and maintenance on existing transportation infrastructure from the needless delays associated with CEQA review, while still ensuring environmental protection.

California Transportation Commission Reform (SB 1X 12, Runner)

Brings more accountability and transparency to the process by making California Transportation Commission independent and giving it the power to approve individual repair and maintenance projects to make sure Caltrans is actually putting its resources into the top priority projects and achieving its efficiency goals.

Inspector General for Transportation (SB 1X 13, Vidak)

Creates a Transportation Inspector General to examine Caltrans and the High-Speed Rail Authority for inefficiencies and opportunities to improve best practices in project resource allocations. The Transportation Inspector General would be responsible for examining and reporting back to the legislature any instances of fraud, waste and abuse, giving the legislature the tools it needs to hold Caltrans accountable and ensure that every transportation dollar is spent efficiently and appropriately.

Caltrans and Public-Private Partnerships (SB 1X 14, Cannella)

Eliminates the sunset provision in 2009 legislation that allowed regional transportation agencies and Caltrans to enter into Public-Private Partnerships (PPPs). SB 1X 14 removes limitations on the number and type of projects that may be undertaken, giving state and local planners access to another means of funding vital infrastructure projects.