

# AGENDA

## Legislative Committee

The next meeting of the Legislative Committee will be as follows.

Date: Thursday, March 9, 2017 - 5:30 p.m. to 6:30 p.m.  
 Place: San Mateo County Transit District Office<sup>1</sup>  
 1250 San Carlos Avenue  
2<sup>nd</sup> Floor Auditorium  
 San Carlos, California

PLEASE CALL Jean Higaki (599-1462) IF YOU ARE UNABLE TO ATTEND.

1	Public comment on related items not on the agenda.	Presentations are limited to 3 Minutes	
2	Approval of Minutes from February 9, 2017.	Action (Gordon)	Pages 1-3
3	Update from Shaw/Yoder/Antwih	Information (Shaw/Yoder/Antwih)	
4	Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).	Action (Gordon)	Page 4- 10
5	Adjournment	Action (Gordon)	

NOTE: All items appearing on the agenda are subject to action by the Committee. Actions recommended by staff are subject to change by the Committee.

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<sup>1</sup>From Route 101 take the Holly Street (west) exit. Two blocks past El Camino Real go left on Walnut. The entrance to the parking lot is at the end of the block on the left, immediately before the ramp that goes under the building. Enter the parking lot by driving between the buildings and making a left into the elevated lot. Follow the signs up to the levels for public parking.

For public transit access use SamTrans Bus lines 390, 391, 292, KX, PX, RX, or take CalTrain to the San Carlos Station and walk two blocks up San Carlos Avenue.

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**CITY/COUNTY ASSOCIATION OF GOVERNMENTS  
LEGISLATIVE COMMITTEE**

**MEETING MINUTES  
February 9, 2017**

At 5:30 P.M. Chair Gordon called the Legislative Committee meeting to order in the 2nd Floor auditorium at the San Mateo Transit District Office.

**Attendance sheet is attached.**

**Guests or Staff Attending:**

Matt Robinson - Shaw/ Yoder/ Antwih Inc.  
Sandy Wong, Jean Higaki, Matt Fabry - C/CAG Staff

**1. Public comment on related items not on the agenda.**

None

**2. Approval of Minutes from January 12, 2017.**

Member Papan moved and Member O'Connell seconded approval of the January 12, 2017 minutes. Motion passed unanimously.

**3. Update from Shaw/ Yoder/ Antwih (SYA).**

Matt Robinson, from Shaw/ Yoder/ Antwih provided an update from Sacramento.

February 17, 2017 is the last day for bill introduction. C/CAG isn't sponsoring any bills at this point but C/CAG is watching a few bills.

AB 28 involving the environmental NEPA delegation is supported by C/CAG. That bill is moving quickly and has bi-partisan support. The bill needs to take effect by the end of March or the federal delegation process has to start all over again and could take a year or more to get re-established.

Caltrain is waiting for approval on a \$650 mil grant agreement with the federal government. Some southern California republican representatives sent a letter to the Secretary of Transportation, Elaine Chao to not approve the full funding agreement due to its high speed rail connection. Caltrain is advocating with Elaine Chao's office, Kevin McCarthy, Nancy Pelosi, and the tech industry to support the project.

Member Carlton asked about any insight into what the new federal administration has planned. Nothing is clear at this point but staff has been responding to requests for key infrastructure

projects to send to the National Governors Association (NGA) in response to a request made by the Trump administration. Chair Gordon has been following a carbon tax proposition at the federal level and recommended that others take a look at that proposal.

The transportation funding discussion is moving forward. Senator Scott Weiner sent a letter to see more public transit funding included, which caused a setback with SB 1. It is not expected to become a big enough issue enough to halt the bill. The Legislative leadership and the Governor's office have set a target date of April 6, 2017 to pass a transportation package, before spring break.

Member Papan asked about how quickly money would be available if a package passes. Matt gave an estimate of second quarter of 2018.

**4. Review and recommend approval of the C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified).**

The Fix Our Roads Coalition requested that C/CAG reaffirm its membership and agree to add its signature to a coalition letter in support of SB1. Two years ago C/CAG joined the coalition and the Fix Our Roads Coalition priorities are still consistent with C/CAG adopted legislative policies. The membership was reaffirmed and consent to sign the letter was completed under urgency procedures. A copy of the letter was provided to the committee.

SB 1 and AB 1 letters of support were introduced. Member Papan asked for clarification regarding intercity rail definition in the SB 1 proposal. Commuter rail is written in the language of SB 1 but it may not be included in the formula distribution right now. Details are still being developed. It was requested that Matt work with Senator Beall's office on the technical details to make sure that the commuter rail is included the propositions formula distributions.

Member O'Connell moved and Member Papan seconded recommending that the C/CAG Board send letters of support for reintroduced transportation funding bills AB 1 (Frazier) and SB 1 (Beall). Motion passed unanimously.

**5. Confirm May 3, 2017 for "Lobby Day 2017".**

The May 3, 2017 is confirmed. No action was taken. Jean Higaki presented some of the potential topics to discuss at Lobby Day and information proposed in the packet. These items were listed in the staff report. An additional potential topic to bring up with delegates maybe project delivery utility relocation issues (funding estimates and delays) associated with PG&E, however more research and conversations with other local agencies may be needed before broaching the topic.

**6. Adjournment**

The meeting adjourned at approximately 6:10 P.M.

**Legislative Committee 2017 Attendance Record**

Agency	Name	Jan 12	Feb 9	March 9	April 13	May 11	June 8	July 13	August	Sept 14	Dec 8
Menlo Park	Catherine Carlton	x	x								
Millbrae	Gina Papan	x	x								
Portola Valley	Maryann Moise Derwin (C/CAG Vice Chair)	x	x								
Redwood City	Alicia Aguirre (C/CAG Chair)		x								
San Bruno	Irene O'Connell (Leg Vice Chair)	x	x								
Sounth San Francisco	Richard Garbarino		x								
Woodside	Deborah Gordon (Leg Chair)	x	x								
Foster City	Catherine Mahanpour	N/A	N/A								
Vacant											

 no meeting

## **C/CAG AGENDA REPORT**

Date: March 9, 2017

To: C/CAG Legislative Committee

From: Sandy Wong, Executive Director

Subject: Review and recommend approval of C/CAG legislative policies, priorities, positions, and legislative update (A position may be taken on any legislation, including legislation not previously identified)

(For further information or response to questions, contact Jean Higaki at 650-599-1462)

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### **RECOMMENDATION**

That the C/CAG Legislative Committee recommend the C/CAG Board to take a position on any legislation or direct staff to monitor any legislation for future positions to be taken.

### **FISCAL IMPACT**

Unknown.

### **SOURCE OF FUNDS**

N/A

### **BACKGROUND**

The C/CAG Legislative Committee receives monthly written reports and oral briefings from the C/CAG's State legislative advocates. Important or interesting issues that arise out of that meeting are reported to the Board.

February 17, 2017 was the last day for bills to be introduced. Another transportation funding proposal from assembly member Vince Fong was added to the existing proposals.

### **ATTACHMENTS**

1. March 2017 Legislative update from Shaw/ Yoder/ Antwih, Inc.
2. Updated transportation funding package proposal table
3. AB 498 transportation funding package proposal
4. Full Legislative information is available for specific bills at <http://leginfo.legislature.ca.gov/>



SHAW/YODER/ANTWIH, *inc.*  
LEGISLATIVE ADVOCACY • ASSOCIATION MANAGEMENT

**DATE:** March 1, 2017  
**TO:** Board Members, City/County Association of Governments, San Mateo County  
**FROM:** Andrew Antwih and Matt Robinson, Shaw / Yoder / Antwih, Inc.  
**RE:** STATE LEGISLATIVE UPDATE – March 2017

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***Legislative Update***

February 17 marked the last day for legislators to introduce bills in the first year of the 2017-18 Legislative Session. In total, 2,495 bills were introduced as between the two Houses, with 1,687 introduced in the Assembly and 808 in the Senate. While we continue to sort through the tranche of bills introduced most recently, we highlight some bills of note impacting C/CAG under ***Bills of Interest***, below. Committee hearings will ramp up in the coming weeks. The Legislature will break for Spring Recess on April 6.

***Transportation Funding***

Transportation funding remains a priority for the Administration, Senate and Assembly. Recently, the Governor, along with leadership in both Houses, publicly stated their desire to accomplish a deal on transportation funding by April 6. The different funding proposals in print so far remain the same as previously reported, and **we have included with this report an attachment comparing SB 1 (Beall), AB 1 (Frazier), and the proposal made by the Governor in his budget.**

In addition to the proposals earlier released by the two transportation committee chairs – SB 1 and AB 1 – and the Governor’s plan, the Vice Chair of the Assembly Transportation Committee, Assembly Member Vince Fong (R-Bakersfield) recently released the “Republican” transportation funding proposal; this would generate approximately \$5.6 billion in ongoing revenues by *redirecting* a number of existing revenue streams to transportation. This includes shifting sales tax revenues from the sale of vehicles, using truck weight fee revenue, capturing taxes on automobile insurance plans, and using Cap and Trade dollars. **Please see the attached fact sheet from Assembly Member Fong outlining his proposal.**

In terms of process, SB 1 is the furthest along and was heard in the Senate Transportation and Housing Committee on February 14 and passed 8-3. It then passed the Senate Environmental Quality Committee on February 21 by a vote of 4-2. **The bill now moves to the Senate Governance and Finance Committee and will be heard March 8.**

***Bills of Interest***

**AB 1 (Frazier) – Transportation Funding Package**

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$165 vehicle registration fee applicable to zero-

emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 3.5% for the State Transit Assistance Program, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year. ***The C/CAG Board SUPPORTS this bill.***

**AB 28 (Frazier) – Caltrans NEPA Delegation**

This bill would grant Caltrans the authority to continue performing federal environmental responsibilities for highway projects under the National Environmental Policy Act (NEPA) and other federal laws. ***The C/CAG Board SUPPORTS this bill.***

**AB 496 (Fong) – Transportation Funding**

This bill represents the “Republican” transportation funding plan, which would provide \$7.8 billion (\$5.6 billion in ongoing and \$2.2 billion in one-time revenues) for transportation without raising taxes. This bill largely relies on the redirection of existing revenues, including the sales tax on vehicle sales, truck weight fees, car insurance taxes, and outstanding loan repayments, as well as increased spending from Cap and Trade.

**AB 1613 (Mullin) – SamTrans Sales Tax Authority**

Existing law authorizes the San Mateo County Transit District to adopt a sales tax ordinance in accordance with specified provisions of law, including a requirement that the combined rate of all such taxes imposed in the county may not exceed 2%. This bill would authorize the board to exceed that 2% limit to impose a sales tax of no more than 0.5%, if approved by the board before January 1, 2021.

**ACA 4 (Aguiar-Curry) – Lower Vote Threshold for Local Infrastructure Taxes**

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for purposes of funding the construction, rehabilitation or replacement of public infrastructure or affordable housing, which specifically includes improvements to transit and streets & highways, as well as protection from impacts of sea-level rise. ***We recommend the C/CAG Board SUPPORT this measure.***

**SB 1 (Beall) – Transportation Funding Package**

This bill would increase several taxes and fees to address issues of deferred maintenance on state highways and local streets and roads, as well as provide new funding for public transit. Specifically, this bill would increase both the gasoline (over three years) and diesel excise taxes by 12 and 20 cents, respectively; increase the vehicle registration fee by \$38; create a new \$100 vehicle registration fee applicable to zero-emission motor vehicles; increase Cap and Trade funding for transit; increase the rate of sales tax on diesel by another 4% for the State Transit Assistance Program and intercity rail, limit the borrowing of weight-fee revenues, and repay outstanding transportation loans. As a result, transportation funding would increase by approximately \$6 billion per year. ***The C/CAG Board SUPPORTS this bill.***

**SB 231 (Hertzberg) – Stormwater**

The California Constitution (Proposition 218) generally requires that assessments, fees, and charges be submitted to property owners for approval or rejection after the provision of written notice and the holding of a public hearing. The Proposition 218 Omnibus Implementation Act prescribes specific procedures and parameters for local jurisdictions to comply with the California Constitution and defines terms. This bill would define the term “sewer” for these purposes to include outlets for surface or storm waters, and any and all other works, property, or structures necessary or convenient for the collection or disposal of sewage, industrial waste, or surface or storm waters. ***We recommend the C/CAG Board SUPPORT this measure.***

**SCA 6 (Wiener) – Lower Vote Threshold for Local Transportation Taxes**

The California Constitution subjects the imposition of a special tax by a city, county, or special district upon the approval of two-thirds of the voters. This measure would lower that threshold to 55 percent of voters for taxes for transportation purposes. ***We recommend the C/CAG Board SUPPORT this measure.***

Transportation Funding Proposals - Comparison Table			
	SB 1 (Beall)	AB 1 (Frazier)	Governor's Proposal
<b>Funding</b>			
Ongoing Sources	<p>*12 cents/gal. tax increase on gas, phased in over 3 years, and establishes swap-based excise tax on gas at 17 cents/gal. <i>(generating approx. \$2.9 billion by year 5; includes end of BOE "true up")</i></p> <p>*20 cents/gal. tax increase on diesel fuel <i>(generating approx. \$600 million)</i></p> <p>*Increasing the incremental diesel sales tax to 5.75% <i>(generating approx. \$300 million)</i></p> <p>*\$38 vehicle registration fee <i>(generating approx. \$1.3 billion)</i></p> <p>*\$100 zero emission vehicle fee <i>(generating approx. \$13 million)</i></p> <p>*15% of Cap and Trade revenues <i>(generating approx. \$300 million)</i></p> <p>*Restoration of truck weight fees (phased in over 5 years) <i>(repurposing approx. \$500 million in year 5)</i></p> <p>*Miscellaneous transportation revenues <i>(generating approx. \$70 million)</i></p>	<p>*12 cents/gal. tax increase on gas, and establishes swap-based excise tax on gas at 17 cents/gal. <i>(generating approx. \$2.9 billion annually; includes end of BOE "true up")</i></p> <p>*20 cents/gal. tax increase on diesel fuel <i>(generating approx. \$600 million)</i></p> <p>*Tripling of incremental diesel sales tax to 5.25% <i>(generating approx. \$263 million)</i></p> <p>*\$38 vehicle registration fee <i>(generating approx. \$1.3 billion)</i></p> <p>*\$165 zero emission vehicle fee <i>(generating approx. \$21 million)</i></p> <p>*15% of Cap and Trade revenues <i>(generating approx. \$300 million)</i></p> <p>*Restoration of truck weight fees (phased in over 5 years) <i>(repurposing approx. \$500 million in year 5)</i></p> <p>*Miscellaneous transportation revenues <i>(generating approx. \$185 million)</i></p>	<p>*Establishes swap-based excise tax on gas at 21.5 cents/gal. <i>(generating approx. \$1.1 billion annually; includes end of BOE "true up")</i></p> <p>*11 cents/gal. tax increase on diesel fuel <i>(generating approx. \$425 million)</i></p> <p>*\$65 road improvement charge <i>(generating approx. \$2.1 billion)</i></p> <p>*\$400 million in Cap and Trade revenues *Caltrans efficiencies <i>(generating approx. \$185 million)</i></p>
One-Time Sources	*\$706 million in loan repayment	*\$706 million in loan repayment	*\$706 million in loan repayment
<b>Estimated Annual Funding Increase</b>	<b>Approx. \$6 billion/year</b>	<b>Approx. \$6 billion/year</b>	<b>Approx. \$4.2 billion/year</b>
<b>Expenditures</b>			
Transit and Intercity Rail	<p>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</p> <p>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</p> <p>*\$263 million in Additional State Transit Assistance Program Revenues - STA Recipients</p> <p>*\$37 million in Additional State Transit Assistance Program Revenues - Intercity/Commuter Rail</p>	<p>*Additional 10% in Cap and Trade Revenues – TIRCP (approx. \$200 million)</p> <p>*Additional 5% in Cap and Trade Revenues – LCTOP (approx. \$100 million)</p> <p>*\$263 million in Additional State Transit Assistance Program Revenues - STA Recipients</p>	<p>*\$400 million in Cap and Trade Revenues – TIRCP</p> <p>*\$256 million in Loan Repayment – TIRCP (One-Time)</p>
Price-Based Revenues	\$1.1 billion/year allocated by 44%-44%-12% formula (\$480 million in new STIP)	\$1.1 billion/year allocated by 44%-44%-12% formula (\$480 million in new STIP)	\$1.1 billion/year allocated by unknown formula
Self-Help Incentives	\$200 million/year to counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (from new gas excise tax)	\$200 million/year to counties that have sought and received voter approval of taxes or that have imposed fees, including uniform developer fees (from new gas excise tax)	N/A
Distribution of Remaining New Gas Excise Tax	<p>*50% for maintenance of state highway system</p> <p>*50% for maintenance of local streets &amp; roads</p>	<p>*50% for maintenance of state highway system</p> <p>*50% for maintenance of local streets &amp; roads</p>	N/A
Goods Movement	\$600 million/year to Trade Corridor Improvement Fund (from diesel excise tax)	\$600 million/year to Trade Corridor Improvement Fund (from diesel excise tax)	\$250 million/year
SB 375 Local Planning Grants	N/A	N/A	\$25 million/year (from road improvement charge)
Active Transportation	\$80 million/year and up to an additional \$70 million/year derived from Caltrans efficiencies	\$80 million/year and up to an additional \$70 million/year derived from Caltrans efficiencies	\$100 million/year
Weight Fees	\$500 million/year allocated by 44%-44%-12% formula (\$220 million in new STIP)	\$500 million/year allocated by 44%-44%-12% formula (\$220 million in new STIP)	N/A
Inflation Adjustment	Excise tax, sales tax and fees adjusted annually	Excise tax, sales tax and fees adjusted annually	Excise tax adjusted annually
<b>Other</b>			
Local Streets and Road Fund Flexibility	"Other transportation priorities" allowed if PCI exceeds 80	"Other transportation priorities" allowed if PCI exceeds 80	N/A
Caltrans Accountability	Require Caltrans to identify savings up to \$70,000,000	Require Caltrans to identify savings up to \$70,000,000	Require Caltrans to identify savings up to \$100,000,000
Local Streets and Road Fund Accountability	CTC develops performance criteria	CTC develops performance criteria	N/A
Transit Accountability	Requires transit agencies to submit proposed project lists to Caltrans and Controller to apportion new STA Program funds to only those agencies reporting	Requires transit agencies to submit proposed project lists to Caltrans and Controller to apportion new STA Program funds to only those agencies reporting	N/A
Complete Streets	Requires Caltrans to update the Highway Design Manual to incorporate the "Complete Streets" design concept by January 1, 2018	Requires Caltrans to update the Highway Design Manual to incorporate the "Complete Streets" design concept by July 1, 2017	N/A
Public-Private Partnerships /Alternative Procurement	N/A	N/A	<p>*Extends the statutory authority for public-private partnerships for new transportation projects by 10 years, until 2027</p> <p>*Authorizes a pilot project for job order contracting</p>
CEQA Streamlining and Advanced Mitigation	<p>*Exempts indefinitely a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA, if the project or activity is carried out by a city or county with a population of less than 100,000 persons</p> <p>*Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects in exchange for streamlined project approvals from federal and state resources agencies</p> <p>*Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)</p>	<p>*Exempts indefinitely a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway, from CEQA, if the project or activity is carried out by a city or county with a population of less than 100,000 persons</p> <p>*Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects in exchange for streamlined project approvals from federal and state resources agencies</p> <p>*Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)</p>	<p>*Exempts a project or activity to repair, maintain, or make minor alterations to an existing roadway or state roadway from CEQA</p> <p>*Establishes an Advanced Mitigation Program designed to provide comprehensive environmental mitigation associated with transportation projects</p> <p>*Permanently extends the authority for Caltrans to participate in the federal National Environmental Policy Act delegation pilot program (i.e. NEPA delegation)</p>
CTC Independence/Authority	Establishes CTC as an independent agency	Establishes CTC as an independent agency	Expands the CTC's oversight to cover each phase of project delivery



## ASSEMBLYMAN VINCE FONG

### AB 496: Traffic Relief and Road Improvement Act

The Traffic Relief and Road Improvement Act provides **\$7.8 billion (\$5.6 billion multi-year/\$2.2 billion one-time revenues)** for transportation **without raising taxes**. AB 496 includes reforms to make transportation spending more accountable and efficient, and eliminates regulatory barriers that prevent traffic relief. It provides \$2.2 billion in one-time revenues from repayment of transportation loans.

#### Reforms

- Repeals the “road diet,” which blocks projects that reduce traffic congestion
- Creates a CEQA exemption for road repair projects
- Creates a Transportation Inspector General
- Requires audits for major transportation projects \*
- Increases Caltrans contracting, and extends the sunset for public-private partnerships
- Achieves savings from Caltrans efficiencies
- Provides new oversight for Caltrans spending
- Restores independence for the California Transportation Commission
- Facilitates federal funding for the Trade Corridors Improvement Fund (TCIF) program

#### Annual Revenues

**\$5.6 billion** in multi-year additional transportation funding

- \$3 billion from sales and use taxes collected from sale of new and used vehicles
- \$1.1 billion from return of truck weight fees for transportation
- \$550 million from vehicle insurance taxes
- \$270 million in new funding from cap-and-trade for transit [equivalent to amount that would be generated by the 3.5% diesel sales tax increase in AB 1 (Frazier)]
- \$160 million from AB 118 vehicle registration fees (backfilled by cap-and-trade)
- \$140 million from return of miscellaneous transportation revenues \*
- \$135 million from diesel sales tax (backfilled by cap-and-trade)
- \$125 million from return of taxes from sale of fuel for non-highway purposes
- \$100 million from Caltrans efficiencies
- \$10 million from return of diverted funds to the Off-Highway Vehicle Trust Fund

#### Total Funding Distribution (one-time revenues/multi-year revenues)

- **\$2.8 billion** (\$700 million/\$2.1 billion) for **local streets and roads**
- **\$2.4 billion** (\$1.03 billion/\$1.32 billion) for **new capacity/traffic relief**
- **\$1.9 billion** (\$190 million/\$1.7 billion) for **highway maintenance and rehabilitation**
- **\$520 million** (\$250 million/\$270 million) for **transit**
- **\$100 million** (all ongoing) for **active transportation**
- **\$80 million** (all ongoing) for **DMV modernization and CHP funding** \*
- **\$10 million** (all ongoing) for **Off-Highway Vehicle Trust Fund**

\* Amendments pending

# Transportation Plan Comparison

	AB X (Fong)	Governor's Plan	AB 1 (Frazier)	SB 1 (Beall)
<b>Preliminary Revenue Estimate</b>	<b>\$7.8 billion</b> (\$5.6 billion annual/\$2.2 billion one-time revenues)	<b>\$4.3 billion</b> (\$4.2 billion annual/\$0.7 billion one-time revenues)	<b>\$6.8 billion</b> (\$6.1 billion annual/\$0.7 billion one-time revenues)	<b>\$6.8 billion</b> (\$6.1 billion annual/\$0.7 billion one-time revenues)
<b>Gas Tax Increase<sup>1</sup></b>	No Increase	11.7 cents/gallon + annual inflation adjustment	19.5 cents/gallon + annual inflation adjustment	19.5 cents/gallon over 3 years (Y1: 13.5 cents; Y2: 3 cents; Y3: 3 cents) + annual inflation adjustment
<b>Vehicle Registration Tax</b>	None	\$65/year	\$38/year + annual inflation adjustment	\$38/year + annual inflation adjustment
<b>Diesel Excise Tax Increase<sup>2</sup></b>	No Increase	11 cents/gallon + annual inflation adjustment	17 cents/gallon + annual inflation adjustment	17 cents/gallon + annual inflation adjustment
<b>Diesel Sales Tax Increase</b>	No Increase	No Increase	3.5% + annual inflation adjustment	4% + annual inflation adjustment
<b>Zero Emission Vehicle Tax</b>	None	None	\$165/year + annual inflation adjustment	\$100/year + annual inflation adjustment
<b>Weight Fee Diversion (~\$1 billion/year)</b>	100% restored Takes effect immediately	No Restoration	Partial Restoration (10% per year over 5 years)	Partial Restoration (10% per year over 5 years)
<b>Loan Repayment</b>	100% repayment in year 1 (\$2.2 billion)	Partial Repayment (32% over 3 years)	Partial Repayment (16% in year 1; 16% in year 2)	Partial Repayment (16% in year 1; 16% in year 2)
<b>Vehicle Sales and Use Taxes</b>	Dedicated to transportation	Diverted to General Fund	Diverted to General Fund	Diverted to General Fund
<b>Vehicle Insurance Taxes</b>	Dedicated to transportation	Diverted to General Fund	Diverted to General Fund	Diverted to General Fund

<sup>1</sup>Increase over 2016-17 rate of 27.8 cents/gallon

<sup>2</sup>Increase over 2016-17 rate of 16 cents/gallon