

**ASSEMBLY BILL**

**No. 2170**

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**Introduced by Assembly Member Frazier**

February 18, 2016

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An act to amend Section 2192 of the Streets and Highways Code, relating to transportation.

LEGISLATIVE COUNSEL'S DIGEST

AB 2170, as introduced, Frazier. Trade Corridors Improvement Fund: federal funds.

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 specified categories of projects eligible to receive these funds. Existing law continues the Trade Corridors Improvement Fund in existence in order to receive revenues from sources other than the bond act for these purposes.

This bill would require revenues apportioned to the state from the National Highway Freight Program established by the federal Fixing America's Surface Transportation Act to be deposited in the Trade Corridors Improvement Fund.

Vote: majority. Appropriation: no. Fiscal committee: yes.  
State-mandated local program: no.

*The people of the State of California do enact as follows:*

1 SECTION 1. Section 2192 of the Streets and Highways Code  
2 is amended to read:

3 2192. (a) The Trade Corridors Improvement Fund, created  
4 pursuant to subdivision (c) of Section 8879.23 of the Government  
5 Code, is hereby continued in existence to receive revenues from  
6 sources other than the Highway Safety, Traffic Reduction, Air  
7 Quality, and Port Security Bond Act of ~~2006~~. 2006, including  
8 revenues apportioned to the state under Section 167 of the Title  
9 23 of the United States Code from the National Highway Freight  
10 Program, pursuant to the federal Fixing America's Surface  
11 Transportation Act ("FAST Act"; Public Law 114-94). This chapter  
12 shall govern expenditure of those other revenues.

13 (b) The moneys in the fund from those other sources shall be  
14 available upon appropriation for allocation by the California  
15 Transportation Commission for infrastructure improvements in  
16 this state on federally designated Trade Corridors of National and  
17 Regional Significance, on the Primary Freight Network, and along  
18 other corridors that have a high volume of freight movement, as  
19 determined by the commission. In determining the projects eligible  
20 for funding, the commission shall consult the Transportation  
21 Agency's state freight plan as described in Section 13978.8 of the  
22 Government Code, the State Air Resources Board's Sustainable  
23 Freight Strategy adopted by Resolution 14-2, and the trade  
24 infrastructure and goods movement plan submitted to the  
25 commission by the Secretary of Transportation and the Secretary  
26 for Environmental Protection. The commission shall also consult  
27 trade infrastructure and goods movement plans adopted by regional  
28 transportation planning agencies, adopted regional transportation  
29 plans required by state and federal law, and the statewide port  
30 master plan prepared by the California Marine and Intermodal  
31 Transportation System Advisory Council (Cal-MITSAC) pursuant  
32 to Section 1730 of the Harbors and Navigation Code, when  
33 determining eligible projects for funding. Eligible projects for  
34 these funds include, but are not limited to, all of the following:

35 (1) Highway capacity improvements and operational  
36 improvements to more efficiently accommodate the movement of  
37 freight, particularly for ingress and egress to and from the state's  
38 land ports of entry and seaports, including navigable inland

1 waterways used to transport freight between seaports, land ports  
2 of entry, and airports, and to relieve traffic congestion along major  
3 trade or goods movement corridors.

4 (2) Freight rail system improvements to enhance the ability to  
5 move goods from seaports, land ports of entry, and airports to  
6 warehousing and distribution centers throughout California,  
7 including projects that separate rail lines from highway or local  
8 road traffic, improve freight rail mobility through mountainous  
9 regions, relocate rail switching yards, and other projects that  
10 improve the efficiency and capacity of the rail freight system.

11 (3) Projects to enhance the capacity and efficiency of ports.

12 (4) Truck corridor improvements, including dedicated truck  
13 facilities or truck toll facilities.

14 (5) Border access improvements that enhance goods movement  
15 between California and Mexico and that maximize the state's  
16 ability to access coordinated border infrastructure funds made  
17 available to the state by federal law.

18 (6) Surface transportation and connector road improvements to  
19 effectively facilitate the movement of goods, particularly for  
20 ingress and egress to and from the state's land ports of entry,  
21 airports, and seaports, to relieve traffic congestion along major  
22 trade or goods movement corridors.

23 (c) (1) The commission shall allocate funds for trade  
24 infrastructure improvements from the fund consistent with Section  
25 8879.52 of the Government Code and the Trade Corridors  
26 Improvement Fund (TCIF) Guidelines adopted by the commission  
27 on November 27, 2007, or as amended by the commission, and in  
28 a manner that (A) addresses the state's most urgent needs, (B)  
29 balances the demands of various land ports of entry, seaports, and  
30 airports, (C) provides reasonable geographic balance between the  
31 state's regions, and (D) places emphasis on projects that improve  
32 trade corridor mobility while reducing emissions of diesel  
33 particulate and other pollutant emissions.

34 (2) In addition, the commission shall also consider the following  
35 factors when allocating these funds:

36 (A) "Velocity," which means the speed by which large cargo  
37 would travel from the land port of entry or seaport through the  
38 distribution system.

1 (B) “Throughput,” which means the volume of cargo that would  
2 move from the land port of entry or seaport through the distribution  
3 system.

4 (C) “Reliability,” which means a reasonably consistent and  
5 predictable amount of time for cargo to travel from one point to  
6 another on any given day or at any given time in California.

7 (D) “Congestion reduction,” which means the reduction in  
8 recurrent daily hours of delay to be achieved.