

**Introduced by Senator Kopp**

December 2, 1996

---

An act to repeal Section 8879.4 of the Government Code, and to amend Sections 30684, 30796.7, and 30916 of, to add Sections 188.5, 30150.2, and 30796.9 to, ~~and~~ to add Chapter 4.3 (commencing with Section 30950) ~~and~~ to *Division 17 of*, and to add and repeal Chapter 4.5 (commencing with Section 31000) to Division 17 of, the Streets and Highways Code, relating to transportation, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 47, as amended, Kopp. Transportation: funding.

(1) Existing law provides that the Department of Transportation shall only use funds in the 1996 Seismic Retrofit Account in the Seismic Retrofit Bond Fund of 1996 for seismic retrofit of state-owned toll bridges and bridges in the second phase of that process and that no other state funds, including toll revenues or funds in the State Highway Account, may be used for those purposes.

This bill would repeal those provisions and require that other additional funds be used for that seismic retrofit in unspecified amounts.

(2) Existing law requires the California Transportation Commission to collect tolls and other revenues for the use of the San Pedro-Terminal Island Bridge (Vincent Thomas Bridge) for the purpose of repaying specified accounts from

which funds were transferred under a specified provision for the construction of the bridge. Upon repayment of all the accounts, the bridge is required to be maintained and operated free of tolls or the rate of tolls is required to be adjusted so as to provide a fund of not more than the amount needed for the operation, maintenance, and insurance of the bridge under economical management.

This bill would set forth a specific uniform toll schedule for the bridge, based upon the number of axles on a vehicle.

(3) Existing law authorizes the San Diego Association of Governments to impose a toll on vehicles crossing the San Diego-Coronado Bridge, with a requirement that the revenues generated thereby be used for specified purposes.

This bill would require the association to adopt a specified toll schedule based on the number of axles on a vehicle for the San Diego-Coronado Bridge, and would allow the adoption of a special commute rate. To the extent that the bill would increase the level of service of local governments, the bill would impose a state-mandated local program.

The bill would also authorize the association to impose a seismic retrofit toll surcharge of not more than \$1 per vehicle on vehicles crossing the bridge and would require that revenues generated from that surcharge be used only for the purpose of funding the completion of seismic retrofit projects on that bridge, as specified.

The bill would authorize the association to fund seismic retrofit of the bridge with revenues collected under a specified provision of existing law, as an alternative to imposing the seismic retrofit surcharge, if that association elects to make those funds available by reducing funding of other local projects.

(4) Existing law requires the Department of Transportation to collect tolls on state-owned toll bridges.

This bill would require all those tolls to be based on the number of axles on a vehicle or that total number of axles on a vehicle plus a drawn trailer or vehicle.

The bill would, until a specified date, impose a Seismic Retrofit Surcharge equal to \$1 per vehicle for passage on the state-owned toll bridges in the region under the jurisdiction



of the Metropolitan Transportation Commission, except for vehicles that are authorized toll-free passage on those bridges.

The bill would require that revenue generated from the surcharge be deposited in the Toll Bridge Seismic Retrofit Account, which the bill would create in the State Transportation Fund. The bill would continuously appropriate the funds in the account to the Department of Transportation for the purpose of funding seismic retrofit, as defined by the bill.

The bill would authorize the department to issue revenue bonds backed by the funds in the account to fund seismic retrofit.

The bill would authorize the commission, pursuant to a cooperative agreement between the commission and the department, to transfer funds from the ~~Consolidated Metropolitan Transportation Commission Toll Bridge~~ Account in the fund to the department for the purpose of funding seismic retrofit, ~~if that transfer does not adversely affect projects authorized under Regional Measure 1.~~ The bill would require that the transferred funds be returned to the ~~Consolidated Metropolitan Transportation Commission Toll Bridge~~ Account by the department as funds from the Toll Bridge Seismic Retrofit Account become available for that purpose.

The bill would require the Director of Transportation to determine the date when (a) sufficient funds, *not exceeding* \$ \_\_\_\_, have been collected for the completion of seismic retrofit, ~~as specified~~, (b) all of the bonds issued under these provisions have been retired, and (c) all transfers made from the ~~Consolidated Metropolitan Transportation Commission Toll Bridge~~ Account under these provisions have been returned to that account. The bill would require the director to notify the Secretary of State of that date, immediately upon making that determination.

The provisions specified above, relating to the Seismic Retrofit Surcharge, would be repealed on ~~a specified~~ *an unspecified* date or on the date that the Secretary of State receives the notice specified above, whichever occurs first.

(5) Existing law specifies the disposition of revenues derived from increasing to \$1 the tolls on bridges within the



jurisdiction of the Metropolitan Transportation Commission and, with regard to those bridges, specifies the duties and responsibilities of the commission as well as the duties and responsibilities of the Department of Transportation and the California Transportation Commission.

This bill would delete the current toll and would set forth a specific uniform toll schedule for all bridges under the jurisdiction of the Metropolitan Transportation Commission, based upon the number of axles on a vehicle.

The bill would transfer all authority as to the above described bridges from the California Transportation Commission and the Department of Transportation to the Metropolitan Transportation Commission, except as expressly provided, thereby imposing a state-mandated local program. The bill would provide that toll revenues from the \$1 toll shall be deposited in the Metropolitan Transportation Commission Toll Account which the bill would create and would provide for the transfer of moneys to that account, as specified.

(6) 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, including the creation of a State Mandates Claims Fund to pay the costs of mandates that do not exceed \$1,000,000 statewide and other procedures for claims whose statewide costs exceed \$1,000,000.

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: yes. Fiscal committee: yes. State-mandated local program: yes.

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

- 1 SECTION 1. Section 8879.4 of the Government Code
- 2 is repealed.
- 3 SEC. 2. Section 188.5 is added to the Streets and
- 4 Highways Code, to read:



1 188.5. (a) The Legislature finds and declares all of  
2 the following:

3 (1) State-owned toll bridges are in need of seismic  
4 safety retrofit to ensure maximum safety for the traveling  
5 public and continuous operation of the state's  
6 transportation network.

7 (2) Costs to retrofit the state-owned toll bridges are  
8 expected to exceed two billion dollars (\$2,000,000,000).

9 (3) State-owned toll bridges provide benefits to the  
10 entire state.

11 (4) Funding seismic safety retrofit of toll bridges is a  
12 statewide responsibility.

13 (b) The following amounts from the following funds  
14 shall be used for seismic retrofit of state-owned toll  
15 bridges:

16 (1) Six hundred fifty million dollars (\$650,000,000)  
17 from the 1996 Seismic Retrofit Account in the Seismic  
18 Retrofit Bond Fund of 1996 for those seven state-owned  
19 toll bridges identified by the department to be retrofitted  
20 for seismic safety.

21 (2) Not more than \_\_\_\_ percent of the cost for  
22 retrofitting of each bridge requiring retrofitting and  
23 specified in Section 30910 from the Toll Bridge Seismic  
24 Retrofit Account in the State Transportation Fund. The  
25 total amount under this paragraph shall not exceed  
26 \_\_\_\_ dollars (\$\_\_\_\_).

27 (3) Not more than \_\_\_\_ percent of the cost for  
28 retrofitting the San Diego-Coronado Bridge from toll  
29 revenues derived from that bridge and not more than  
30 \_\_\_\_ percent of the cost for retrofitting the San  
31 Pedro-Terminal Island Bridge (Vincent Thomas Bridge)  
32 from toll revenues derived from that bridge.

33 (4) The remaining cost from the State Highway  
34 Account in the State Transportation Fund.

35 (c) Upon completion of the seismic retrofit of the  
36 state-owned toll bridges, the department shall report to  
37 the Legislature and the Governor as to the amount of  
38 funds used for that purpose from each source specified in  
39 subdivision (b).



1 SEC. 3. Section 30150.2 is added to the Streets and  
2 Highways Code, to read:

3 30150.2. Notwithstanding any other provision of law,  
4 tolls on state-owned toll bridges shall be based on the  
5 number of axles on a vehicle or the total number of axles  
6 on a vehicle plus the total number of axles on a drawn  
7 trailer or vehicle.

8 SEC. 4. Section 30684 of the Streets and Highways  
9 Code is amended to read:

10 30684. (a) After all bonds issued for the construction  
11 of the toll bridge and all bonds issued for refunding of the  
12 bonds and for additions, betterments, and extensions to  
13 the toll bridge, including new and additional approaches  
14 thereto, have been fully redeemed and paid, the  
15 commission shall continue to collect tolls and other  
16 revenues for the use of the toll bridge for the purpose of  
17 repaying the respective accounts from which money has  
18 been transferred pursuant to Section 30682. The amount  
19 so repaid to any ~~such~~ account shall be returned to the  
20 particular portion of the account from which it was  
21 transferred and shall be apportioned or allocated from  
22 the account and expended as if the transfer had not been  
23 made.

24 (b) Effective January 1, 1998, tolls on the bridge are as  
25 follows:

Number of Axles	Toll
Two Axles	\$0.50
Three Axles	1.00
Four Axles	1.20
Five Axles	1.50
Six Axles	1.80
Seven Axles & more	2.10

35  
36 SEC. 5. Section 30796.7 of the Streets and Highways  
37 Code is amended to read:

38 30796.7. (a) (1) Notwithstanding any other  
39 provision of law, the San Diego Association of  
40 Governments shall adopt, not later than January 1, 1998,



1 the following toll schedule for the San Diego-Coronado  
2 Bridge:

3		
4	Number of Axles	Toll
5	Two Axles	\$1.00
6	Three Axles	2.50
7	Four Axles	3.00
8	Five Axles	4.00
9	Six Axles	5.00
10	Seven Axles & more	6.00

11  
12 (2) The San Diego Association of Governments may  
13 adopt special commute rates for two-axle vehicles and  
14 high-occupancy vehicles.

15 (b) The authority of the commission relative to tolls on  
16 the bridge is transferred to the San Diego Association of  
17 Governments.

18 (c) (1) The revenues from any tolls imposed on the  
19 bridge shall be used first for expenses related to the  
20 collection of tolls and operation of the bridge, including,  
21 but not limited to, reimbursement for any operating and  
22 maintenance costs and, second, for improvements to the  
23 bridge and its approaches. Tolls shall be established at an  
24 amount which will generate revenue sufficient to meet  
25 the requirements set forth in this paragraph, as  
26 determined by the department.

27 (2) The revenues from any tolls imposed on the bridge  
28 may also be used for costs incurred by the San Diego  
29 Association of Governments in administering this section  
30 and for any of the following:

31 (A) Transportation services that either increase the  
32 capacity of the bridge and its approaches or reduce the  
33 demand for travel in the transportation corridor that  
34 includes the bridge.

35 (B) Alternative forms of transportation, within the  
36 transportation corridor that includes the bridge, that  
37 reduce congestion and air pollution, including, but not  
38 limited to, ferry service and public transit.



1 (C) Capital improvements and related expenditures  
2 within the transportation corridor for construction and  
3 maintenance of bikeways.

4 (d) For the purposes of this section, “transportation  
5 corridor” means the San Diego-Coronado Bridge and its  
6 approaches which extend from Route 5 in the City of San  
7 Diego to the North Island Naval Air Station via Route 282,  
8 and to the Naval Amphibious Base via Route 75 in the City  
9 of Coronado.

10 (e) All money deposited in the San Diego-Coronado  
11 Toll Bridge Revenue Fund prior to March 26, 1992, and  
12 not expended, encumbered, or programmed before  
13 January 1, 1994, is appropriated to the Controller for  
14 allocation to the San Diego Association of Governments  
15 for the purposes of paragraph (2) of subdivision (c).

16 (f) Not later than June 30, 1995, and not later than June  
17 30 of every even-numbered year thereafter, the San  
18 Diego Association of Governments shall adopt an  
19 expenditure plan specifying the projects and programs  
20 that are to be funded with toll revenues, and shall submit  
21 copies of each plan to the Senate Committee on  
22 Transportation and the Assembly Committee on  
23 Transportation.

24 (g) If the San Diego Association of Governments  
25 imposes tolls pursuant to subdivision (a), it shall  
26 reimburse the department for costs incurred by the  
27 department in operating the bridge, collecting tolls, and  
28 performing other related services. The association and  
29 the department shall enter into an agreement which  
30 provides for the full reimbursement of the department  
31 for all operating and maintenance costs.

32 (h) The San Diego Association of Governments, not  
33 later than June 30, 1995, and not later than June 30 of each  
34 year thereafter, shall prepare an audit, to be funded solely  
35 with toll revenues, of all expenditures and revenue  
36 collected pursuant to this section. The first audit shall  
37 include all expenditures and revenue collected prior to  
38 January 1, 1995. A report of the audit shall be published  
39 and made available to the members of the San Diego  
40 Association of Governments, and to any member of the



1 public who submits a written request therefor within 30  
2 days upon receipt of the request.

3 SEC. 6. Section 30796.9 is added to the Streets and  
4 Highways Code, to read:

5 30796.9. (a) The San Diego Association of  
6 Governments may impose a seismic retrofit toll  
7 surcharge of not more than one dollar (\$1) per vehicle on  
8 vehicles crossing the San Diego-Coronado Bridge.

9 (b) Revenues generated from the surcharge imposed  
10 under subdivision (a) shall be used only for the purpose  
11 of funding the completion of seismic retrofit projects on  
12 the San Diego-Coronado Bridge, as required under  
13 paragraph (3) of subdivision (c) of Section 188.5.

14 (c) As an alternative to imposing the seismic retrofit  
15 surcharge authorized under subdivision (a), the San  
16 Diego Association of Governments may fund seismic  
17 retrofit of the San Diego-Coronado Bridge with revenues  
18 collected under authority of Section 30796.7, if that  
19 association elects to make those funds available by  
20 reducing funding of other local projects.

21 SEC. 7. Section 30916 of the Streets and Highways  
22 Code is amended to read:

23 30916. (a) Effective January 1, 1998, tolls on  
24 state-owned toll bridges within the jurisdiction of the  
25 Metropolitan Transportation Commission are as follows:

27	Number of Axles	Toll
28	Two Axles	\$ 1.00
29	Three Axles	3.00
30	Four Axles	5.25
31	Five Axles	8.25
32	Six Axles	9.00
33	Seven Axles & more	10.50

34  
35 (b) Nothing in this section shall be construed to  
36 prohibit the adoption of either a discounted commute  
37 rate for two-axle vehicles or of special provisions for  
38 high-occupancy vehicles under terms and conditions  
39 prescribed by the ~~California~~ *Metropolitan* Transportation  
40 Commission.



1 SEC. 8. Chapter 4.3 (commencing with Section  
2 30950) is added to Division 17 of the Streets and Highways  
3 Code, to read:

4

5 CHAPTER 4.3. TRANSFER OF AUTHORITY TO  
6 METROPOLITAN TRANSPORTATION COMMISSION

7

8 30950. The authority of the commission and the  
9 department as to the bridges described in Section 30910  
10 is transferred to the Metropolitan Transportation  
11 Commission, except as expressly provided in this chapter.

12 ~~30951. (a) All bonds issued by the California~~  
13 ~~Transportation Commission pledging revenues for any of~~  
14 ~~the bridges identified in Section 30910 shall be~~

15 *30951. Subject to the terms of all existing bond*  
16 *covenants, payments for bonds issued by the California*  
17 *Transportation Commission pledging revenues for any of*  
18 *the bridges identified in Section 30910, outstanding as of*  
19 *January 1, 1998, shall be transferred to the Metropolitan*  
20 *Transportation Commission for administration.*

21 (b) This section does not authorize any allocation of  
22 funds for any project that is inconsistent with, or that  
23 violates the terms of, any bond resolution of the California  
24 Transportation Commission pursuant to which bonds are  
25 outstanding on January 1, 1998.

26 30952. The department shall collect tolls, maintain  
27 and provide rehabilitation of all bridges described in  
28 Section 30910, including toll facilities, and be responsible  
29 for the design and construction of improvements on those  
30 bridges in accordance with programming, *reporting*, and  
31 scheduling requirements adopted by the Metropolitan  
32 Transportation Commission.

33 30953. (a) Toll revenues derived from tolls on  
34 bridges subject to Chapter 4 (commencing with Section  
35 30910) shall be deposited in the Metropolitan  
36 Transportation Commission Toll Account, which is  
37 hereby created in the State Transportation Fund, after  
38 the department has deducted from those revenues an  
39 amount sufficient to cover the costs of toll collection.



1 (b) On or before April 1, 1998, the department shall  
2 transfer to the Metropolitan Transportation Commission  
3 Toll Account all revenues and existing fund balances  
4 attributable to tolls collected on or before that date on the  
5 bridges that are subject to Chapter 4 (commencing with  
6 Section 30910).

7 30954. The Metropolitan Transportation Commission  
8 may issue revenue bonds under the California Toll Bridge  
9 Authority Act, pursuant to the procedures of Article 5  
10 (commencing with Section 30200) of Chapter 1 of  
11 Division 17, for all of the projects specified in Section  
12 30959.

13 30956. Maintenance of the bridges specified in  
14 Section 30910 shall continue to be funded by the state in  
15 accordance with procedures for funding maintenance of  
16 Dumbarton Bridge, San Mateo-Hayward Bridge, and the  
17 San Francisco-Oakland Bay Bridge during the 1986-87  
18 fiscal year.

19 ~~30957. (a) The Metropolitan Transportation~~  
20 ~~Commission~~

21 *30957. (a) In accordance with Section 30952, the*  
22 *department shall complete the major projects identified*  
23 *in subdivisions (a), (c), and (d) of Section 30913, and the*  
24 *major projects identified in subdivision (a) of Section*  
25 ~~30314~~ *30914.*

26 (b) Upon completion of the major projects on a  
27 particular bridge unit, as specified in subdivision (a), the  
28 toll revenues arising pursuant to Chapter 4 (commencing  
29 with Section 30910) for that unit shall be ~~transferred and~~  
30 ~~incorporated into the toll schedule adopted by the~~  
31 *allocated by the* Metropolitan Transportation  
32 Commission for purposes set forth in Section 30959.

33 (c) The proceeds from net revenues described in  
34 Section 30884 shall be transferred to the Metropolitan  
35 Transportation Commission Toll Account.

36 ~~30958. After the retirement of any bond resolution of~~  
37 ~~the California Transportation Commission, and the costs~~

38 *30958. After payments for debt service on*  
39 *outstanding bonds, and the costs for the maintenance*  
40 *expenses set forth in Section 91002 are provided for, the*



1 Metropolitan Transportation Commission may retain, for  
2 its cost in administering this article, an amount not to  
3 exceed one-half of 1 percent of the revenues, and not to  
4 exceed one-half of 1 percent of the revenues of any other  
5 bridge toll revenues transferred to it for allocation from  
6 the California Transportation Commission.

7 30959. (a) After deduction for purposes of Sections  
8 30957 and 30958, the Metropolitan Transportation  
9 Commission shall allocate revenues derived annually  
10 from the toll revenues for transit capital improvement  
11 projects that increase capacity on San Francisco Bay Area  
12 bridge corridors, upon a finding by the Metropolitan  
13 Transportation Commission that a project sponsor is in  
14 compliance with Sections 66516 and 66516.5 of the  
15 Government Code, and the Metropolitan Transportation  
16 Commission standards established pursuant to Section  
17 66517.5, and that the project will serve to relieve traffic  
18 congestion on the bridges in the San Francisco Bay area  
19 and for any other capital improvement projects to  
20 increase transbay capacity or capital improvement  
21 projects that will improve the operational effectiveness of  
22 the bridges.

23 (b) Up to 3 percent of the revenue available for the  
24 purposes set forth in subdivision (a) of this section may  
25 be allocated for transportation projects and services that  
26 include, but are not limited to, transit, ridesharing, or  
27 ferryboat operations.

28 (c) Except as provided for in subdivisions (d) and (e),  
29 upon the transfer of any tolls levied by the California  
30 Transportation Commission, the revenues received from  
31 those accounts shall be apportioned for allocation by the  
32 Metropolitan Transportation Commission, after  
33 deduction for its administrative costs, for purposes for  
34 which the original tolls were levied.

35 (d) The toll revenues collected pursuant to Chapter 4  
36 (commencing with Section 30910) and transferred to the  
37 Metropolitan Transportation Commission Toll Account,  
38 shall be allocated by the Metropolitan Transportation  
39 Commission, after deduction for its administrative costs,  
40 as follows:



1 (1) For purposes set forth in Chapter 4 (commencing  
2 with Section 30910).

3 (2) Upon completion of the projects described in  
4 Section 30957, the remaining revenues for those purposes  
5 described in subdivision (a), with up to 3 percent  
6 pursuant to the purposes set forth in subdivision (b).

7 (e) Upon the transfer of net toll revenues levied  
8 pursuant to Article 3.5 (commencing with Section 30880)  
9 of Chapter 3 to the Metropolitan Transportation  
10 Commission Toll Account, the revenues shall be  
11 apportioned to net revenues for allocation by the  
12 Metropolitan Transportation Commission, after  
13 deduction for its administrative costs, to public entities  
14 operating public transportation systems and to the  
15 department as set forth in subdivision (a), with up to 3  
16 percent pursuant to subdivision (b).

17 SEC. 9. Chapter 4.5 (commencing with Section  
18 31000) is added to Division 17 of the Streets and Highways  
19 Code, to read:

20

21 CHAPTER 4.5. SEISMIC RETROFIT SURCHARGE

22

23 31000. The following definitions apply for purposes of  
24 this chapter:

25 (a) "Account" means the Toll Bridge Seismic Retrofit  
26 Account created in the State Transportation Fund by this  
27 chapter.

28 (b) "Bay area bridges" means the state-owned toll  
29 bridges in the region under the jurisdiction of the  
30 Metropolitan Transportation Commission.

31 (c) "Commission" means the Metropolitan  
32 Transportation Commission.

33 (d) "Seismic retrofit" means all work completed by  
34 the department on the bay area bridges relating to the  
35 planning, design, and construction of improvements to  
36 those bridges for the purpose of withstanding seismic  
37 forces, including, but not limited to, any environmental  
38 or traffic mitigation necessary for that work.

39 (e) "Surcharge" means the Seismic Retrofit Surcharge  
40 imposed under this chapter.



1 31010. There is hereby imposed a Seismic Retrofit  
2 Surcharge equal to one dollar (\$1) per vehicle for passage  
3 on the bay area bridges, except for vehicles that are  
4 authorized toll-free passage on those bridges.

5 31020. Revenue generated from the surcharge shall  
6 be deposited in the Toll Bridge Seismic Retrofit Account,  
7 which is hereby created in the State Transportation  
8 Fund. The funds in the account are hereby continuously  
9 appropriated, without regard to fiscal years, to the  
10 department for the purpose of funding seismic retrofit.

11 31030. The department may issue revenue bonds  
12 secured by the funds in the account to fund seismic  
13 retrofit.

14 31040. (a) Pursuant to a cooperative agreement  
15 between the commission and the department, the  
16 commission may transfer funds from the ~~Consolidated~~  
17 ~~Toll Bridge Metropolitan Transportation Commission~~  
18 ~~Toll Account~~ in the State Transportation Fund to the  
19 department for the purpose of funding seismic retrofit, if  
20 that transfer does not adversely affect projects  
21 ~~authorized under Regional Measure 1. identified in~~  
22 ~~subdivisions (a), (c), and (d) of Section 30913, and the~~  
23 ~~major projects identified in subdivision (a) of Section~~  
24 ~~30914, as determined by the commission.~~

25 (b) Funds transferred under subdivision (a),  
26 including the interest that the transferred amounts would  
27 have earned in the Pooled Money Investment Account,  
28 ~~shall be returned to the Consolidated Toll Bridge Account~~  
29 ~~shall be returned to the Metropolitan Transportation~~  
30 ~~Commission Toll Account~~ by the department as funds  
31 from the Toll Bridge Seismic Retrofit Account become  
32 available for that purpose.

33 31050. (a) The director shall determine the date  
34 when all of the following have occurred:

35 (1) Sufficient funds, not exceeding ~~five hundred sixty~~  
36 ~~million dollars (\$560,000,000)~~ \_\_\_\_\_ *dollars*  
37 (\$\_\_\_\_), have been collected for the completion of  
38 seismic retrofit.

39 (2) All of the bonds issued under this chapter have  
40 been retired.



1 (3) All transfers made from the ~~Consolidated Toll~~  
2 ~~Bridge Metropolitan Transportation Commission Toll~~  
3 Account under this chapter have been returned to that  
4 account.

5 (b) The director shall notify the Secretary of State of  
6 the date determined under subdivision (a), immediately  
7 upon making that determination.

8 (c) The notice required under subdivision (b) shall  
9 state that it is being made pursuant to this section for the  
10 purposes of Section 31060.

11 31060. This chapter shall remain in effect only until  
12 January 1, ~~2002~~ \_\_\_\_, or the date that the Secretary of  
13 State receives the notice required under subdivision (b)  
14 of Section 31050, whichever occurs first, and as of that  
15 date is repealed.

16 SEC. 10. Notwithstanding Section 17610 of the  
17 Government Code, if the Commission on State Mandates  
18 determines that this act contains costs mandated by the  
19 state, reimbursement to local agencies and school  
20 districts for those costs shall be made pursuant to Part 7  
21 (commencing with Section 17500) of Division 4 of Title  
22 2 of the Government Code. If the statewide cost of the  
23 claim for reimbursement does not exceed one million  
24 dollars (\$1,000,000), reimbursement shall be made from  
25 the State Mandates Claims Fund.

26 Notwithstanding Section 17580 of the Government  
27 Code, unless otherwise specified, the provisions of this act  
28 shall become operative on the same date that the act  
29 takes effect pursuant to the California Constitution.

