

Introduced by Senator Lowenthal

(Principal coauthor: Assembly Member De La Torre)

(Coauthors: Assembly Members Carter and Karnette)

February 23, 2007

An to add Article 10 (commencing with Section 63049.70) to Chapter 2 of Division 1 of Title 6.7 of the Government Code, to amend and renumber Section 1760 of, to add a heading to Chapter 1 (commencing with Section 1720) of, and to add Chapter 2 (commencing with Section 1740) to, Part 2 of Division 6 of, the Harbors and Navigation Code, relating to ports, and making an appropriation therefor.

LEGISLATIVE COUNSEL'S DIGEST

SB 974, as introduced, Lowenthal. Ports: congestion relief: environmental mitigation: regulatory fee.

(1) Existing law regulates the operation of ports and harbors.

This bill would require the Ports of Los Angeles, Long Beach, and Oakland to collect a user fee on the owner of container cargo moving through the Port of Los Angeles, the Port of Long Beach, or the Port of Oakland at a rate of \$30 per twenty-foot equivalent unit (TEU).

The bill would require the Ports of Los Angeles and Long Beach to transmit $\frac{1}{2}$ of the funds derived from imposition of the fee to the Southern California Port Congestion Relief Trust Fund, which the bill would establish in the State Treasury, and $\frac{1}{2}$ to the Southern California Port Mitigation Relief Trust Fund, which the bill would establish in the State Treasury. The bill would require the Port of Oakland to transmit $\frac{1}{2}$ of the funds derived from imposition of the fee to the Northern California Port Congestion Relief Trust Fund, which the bill would establish in the State Treasury, and $\frac{1}{2}$ to the Northern California Port

Mitigation Relief Trust Fund, which the bill would establish in the State Treasury.

The bill would require the moneys transmitted to the Southern California Port Congestion Relief Trust Fund and the Northern California Port Congestion Relief Trust Fund to be available, upon appropriation, for expenditure by the California Transportation Commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from those ports, and funding the administrative costs of this program. The bill would prohibit moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the General Fund. The bill would prohibit the commission from using the funds to construct, maintain, or improve highways, with certain exceptions.

The bill would require the moneys transmitted to the Southern California Port Mitigation Relief Trust Fund and the Northern California Port Mitigation Relief Trust Fund to be available, upon appropriation, for expenditure by the State Air Resources Board to develop a list of projects to mitigate environmental pollution caused by the movement of cargo to and from those ports, and for the administration of this program. The bill would prohibit moneys deposited in those funds from being loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

The bill would establish a state-mandated local program by imposing these additional duties upon the ports.

(2) Existing law sets forth the duties of the Infrastructure and Economic Development Bank and its board of directors generally in performing various financing transactions, including the issuance of bonds.

This bill would authorize the bank to enter into financing agreements with participating parties to finance or refinance Southern California and Northern California port congestion relief projects and Southern California and Northern California port mitigation relief projects. The bank would be authorized to issue revenue bonds. User fees on container ships from the Southern and Northern California Port Congestion Relief Trust Funds and the Southern and Northern California Mitigation Relief Trust Funds would be continuously appropriated to the bank to secure any revenue bonds.

(3) 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.

This bill would provide that no reimbursement is required by this act for a specified reason.

Vote: majority. Appropriation: yes. Fiscal committee: yes.

State-mandated local program: yes.

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

SECTION 1. Article 10 (commencing with Section 63049.70) is added to Chapter 2 of Division 1 of Title 6.7 of the Government Code, to read:

Article 10. Financing of Port Congestion Relief and Port Mitigation Relief

63049.70. The definitions contained in this section are in addition to the definitions contained in Section 63010 and together with the definitions contained in that section shall govern the construction of this article, unless the context requires otherwise:

(a) "Credit facility" means all obligations, including principal, interest, fees, costs, indemnities, and all other amounts incurred by the bank under or in connection with any credit enhancement or liquidity agreement, including a letter of credit, standby purchase agreement, reimbursement agreement, liquidity facility, or other similar arrangement entered into by the bank.

(b) "Northern California port congestion relief container fee revenue" means all of the following:

(1) Income and receipts derived by the bank from Northern California port congestion relief container fees.

(2) Interest and other income from investment of money in any fund or account established pursuant to an indenture for Northern California Port Congestion Relief Container Fee Revenue Bonds, other than any fund established to rebate investment earnings to the federal government.

(A) Amounts on deposit in these funds and accounts, other than any fund or account established to rebate investment earnings to the federal government and any fund or account established to

1 hold the proceeds of a drawing on any liquidity or credit support
2 facility for these bonds.

3 (B) Net income and net receipts derived by the bank on account
4 of interest rate swaps with respect to these bonds.

5 (c) “Northern California Port Congestion Relief Container Fee
6 Revenue Bonds” means revenue bonds issued pursuant to this
7 article that are payable from Northern California port congestion
8 relief container fee revenue.

9 (d) “Northern California port congestion relief container fees”
10 means all user fees that are imposed pursuant to Section 1747 of
11 the Harbors and Navigation Code and remitted to the Northern
12 California Port Congestion Relief Trust Fund in the State Treasury.

13 (e) “Northern California port congestion relief project” means
14 each project for public development facilities and economic
15 development facilities for which the expenditure of funds has been
16 approved by the California Transportation Commission pursuant
17 to Section 1751 of the Harbors and Navigation Code.

18 (f) “Northern California port mitigation relief container fee
19 revenue” means all of the following:

20 (1) Income and receipts derived by the bank from Northern
21 California port mitigation relief container fees.

22 (2) Interest and other income from investment of money in any
23 fund or account established pursuant to an indenture for Northern
24 California Port Mitigation Relief Container Fee Revenue Bonds,
25 other than any fund established to rebate investment earnings to
26 the federal government.

27 (A) Amounts on deposit in these funds and accounts, other than
28 any fund or account established to rebate investment earnings to
29 the federal government and any fund or account established to
30 hold the proceeds of a drawing on any liquidity or credit support
31 facility for these bonds.

32 (B) Net income and net receipts derived by the bank on account
33 of interest rate swaps with respect to these bonds.

34 (g) “Northern California Port Mitigation Relief Container Fee
35 Revenue Bonds” means revenue bonds issued pursuant to this
36 article that are payable from Northern California port mitigation
37 relief container fee revenue.

38 (h) “Northern California port mitigation relief container fees”
39 means all user fees that are imposed pursuant to Section 1747 of

1 the Harbors and Navigation Code and remitted to the Northern
2 California Port Mitigation Relief Trust Fund in the State Treasury.

3 (i) “Northern California port mitigation relief project” means
4 each project for public development facilities and economic
5 development facilities for which the expenditure of funds has been
6 approved by the State Air Resources Board pursuant to Section
7 1753 Harbors and Navigation Code.

8 (j) “Southern California port congestion relief container fee
9 revenue” means all of the following:

10 (1) Income and receipts derived by the bank from Southern
11 California port congestion relief container fees.

12 (2) Interest and other income from investment of money in any
13 fund or account established pursuant to an indenture for Southern
14 California Port Congestion Relief Container Fee Revenue Bonds,
15 other than any fund established to rebate investment earnings to
16 the federal government.

17 (A) Amounts on deposit in these funds and accounts, other than
18 any fund or account established to rebate investment earnings to
19 the federal government and any fund or account established to
20 hold the proceeds of a drawing on any liquidity or credit support
21 facility for these bonds.

22 (B) Net income and net receipts derived by the bank on account
23 of interest rate swaps with respect to these bonds.

24 (k) “Southern California Port Congestion Relief Container Fee
25 Revenue Bonds” means revenue bonds issued pursuant to this
26 article that are payable from Southern California port congestion
27 relief container fee revenue.

28 (l) “Southern California port congestion relief container fees”
29 means all user fees that are imposed pursuant to Sections 1745
30 and 1746 of the Harbors and Navigation Code and remitted to the
31 Southern California Port Congestion Relief Trust Fund in the State
32 Treasury.

33 (m) “Southern California port congestion relief project” means
34 each project for public development facilities and economic
35 development facilities for which the expenditure of funds has been
36 approved by the California Transportation Commission pursuant
37 to Section 1750 of the Harbors and Navigation Code.

38 (n) “Southern California port mitigation relief container fee
39 revenue” means all of the following:

1 (1) Income and receipts derived by the bank from Southern
2 California port mitigation relief container fees.

3 (2) Interest and other income from investment of money in any
4 fund or account established pursuant to an indenture for Southern
5 California Port Mitigation Relief Container Fee Revenue Bonds,
6 other than any fund established to rebate investment earnings to
7 the federal government.

8 (3) Amounts on deposit in these funds and accounts, other than
9 any fund or account established to rebate investment earnings to
10 the federal government and any fund or account established to
11 hold the proceeds of a drawing on any liquidity or credit support
12 facility for these bonds.

13 (4) Net income and net receipts derived by the bank on account
14 of interest rate swaps with respect to these bonds.

15 (o) “Southern California Port Mitigation Relief Container Fee
16 Revenue Bonds” means revenue bonds issued pursuant to this
17 article that are payable from Southern California port mitigation
18 relief container fee revenue.

19 (p) “Southern California port mitigation relief container fees”
20 means all user fees that are imposed pursuant to Sections 1745
21 and 1746 of the Harbors and Navigation Code and remitted to the
22 Southern California Port Mitigation Relief Trust Fund in the State
23 Treasury.

24 (q) “Southern California port mitigation project” means each
25 project for public development facilities and economic
26 development facilities for which the expenditure of funds has been
27 approved by the State Air Resources Board pursuant to Section
28 1752 of the Harbors and Navigation Code.

29 63049.71. (a) The bank may enter into financing agreements
30 with participating parties for the purpose of financing or
31 refinancing Southern California port congestion relief projects and
32 Southern California port mitigation relief projects.

33 (b) The bank may issue bonds pursuant to this chapter as
34 Southern California Port Congestion Relief Container Fee Revenue
35 Bonds to finance or refinance Southern California port congestion
36 relief projects and as Southern California Port Mitigation Relief
37 Container Fee Revenue Bonds to finance or refinance Southern
38 California port mitigation relief projects. The aggregate principal
39 amount of the bonds that may be issued is unlimited, but the
40 aggregate principal amount of the bonds that may be outstanding

1 at any one time is five billion dollars (\$5,000,000,000). The
2 revenue bonds may also be issued to finance necessary reserves,
3 capitalized interest, credit enhancement costs, and costs of issuance
4 of the revenue bonds. The last date for payment of principal of
5 any revenue bond may not be more than 30 years after the date of
6 issuance of the revenue bond.

7 (c) Principal of and interest and redemption premiums on
8 Southern California Port Congestion Relief Container Fee Revenue
9 Bonds and Southern California port mitigation relief container fee
10 revenue bonds shall be payable from, and secured by, Southern
11 California port congestion relief container fee revenue and Southern
12 California port mitigation relief container fee revenue, respectively,
13 as and to the extent provided in the constituent instruments defining
14 the rights of the holders of the bonds.

15 63049.72. (a) The bank may enter into financing agreements
16 with participating parties for the purpose of financing or
17 refinancing Northern California port congestion relief projects and
18 Northern California port mitigation relief projects.

19 (b) The bank may issue bonds pursuant to this chapter as
20 Northern California Port Congestion Relief Container Fee Revenue
21 Bonds to finance or refinance Northern California port congestion
22 relief projects and as Northern California Port Mitigation Relief
23 Container Fee Revenue Bonds to finance or refinance Northern
24 California Port Mitigation relief projects. The aggregate principal
25 amount of the bonds that may be issued is unlimited, but the
26 aggregate principal amount of the bonds that may be outstanding
27 at any one time is five billion dollars (\$5,000,000,000). The
28 revenue bonds may also be issued to finance necessary reserves,
29 capitalized interest, credit enhancement costs, and costs of issuance
30 of the revenue bonds. The last date for payment of principal of
31 any revenue bond may not be more than 30 years after the date of
32 issuance of the revenue bond.

33 (c) Principal of and interest and redemption premiums on
34 Northern California Port Congestion Relief Container Fee Revenue
35 Bonds and Northern California port mitigation relief container fee
36 revenue bonds shall be payable from, and secured by, Northern
37 California port congestion relief container fee revenue and Northern
38 California port mitigation relief container fee revenue, respectively,
39 all as and to the extent provided in the constituent instruments
40 defining the rights of the holders of the bonds.

63049.73. (a) The bank may pledge all or any portion of the Southern California port congestion relief container fees to secure Southern California Port Congestion Relief Container Fee Revenue Bonds, and credit facilities for these bonds, and all or any portion of the Southern California port mitigation relief container fees to secure Southern California port mitigation relief container fee revenue bonds, and credit facilities for these bonds. All Southern California port congestion relief container fees and Southern California port mitigation relief container fees so pledged are hereby continuously appropriated, notwithstanding Section 13340, without regard to fiscal years, to the bank, and, if the bank so directs, shall be paid to the indenture trustee for these bonds each month, from the Southern California Port Congestion Relief Trust Fund and the Southern California Port Mitigation Relief Trust Fund for so long as any of the bonds are outstanding. Any Southern California port congestion relief container fees and Southern California port mitigation relief container fees that are not required to be retained by the indenture trustee pursuant to the constituent instruments defining the rights of the holders of the bonds shall be remitted by the indenture trustee to the Southern California Port Congestion Relief Trust Fund and the Southern California Port Mitigation Relief Trust Fund and shall be disbursed at the request and direction of the California Transportation Commission and the State Air Resources Board, respectively, for Southern California congestion relief projects and Southern California port mitigation projects that are not being financed with revenue bonds issued by the bank, and these funds are hereby continuously appropriated, notwithstanding Section 13340, without regard to fiscal years, for that purpose.

(b) The state hereby pledges to and agrees with the holders of revenue bonds issued pursuant to this article, and each provider of a letter of credit, standby purchase agreement, reimbursement agreement, liquidity facility, or other similar arrangement for the benefit of the revenue bonds, that the state will not limit, alter, or restrict each pledge of Southern California port congestion relief container fees and Southern California port mitigation relief container fees permitted hereby and any other terms of any agreement made with or for the benefit of the holders of the revenue bonds or the providers or in any way impair the rights or

1 remedies of the holders of the bonds or the providers or reduce or
2 terminate the fees while any the bonds remain outstanding.

3 63049.74 (a) The bank may pledge all or any portion of the
4 Northern California port congestion relief container fees to secure
5 Northern California Port Congestion Relief Container Fee Revenue
6 Bonds, and credit facilities for these bonds, and all or any portion
7 of the Northern California port mitigation relief container fees to
8 secure Northern California Port Mitigation Relief Container Fee
9 Revenue Bonds, and credit facilities for these bonds. All Northern
10 California port Congestion relief container fees and Northern
11 California port mitigation relief container fees so pledged are
12 hereby continuously appropriated, notwithstanding Section 13340,
13 without regard to fiscal years, to the bank, and, if the bank so
14 directs, shall be paid to the indenture trustee for the bonds each
15 month, from the Northern California Port Congestion Relief Trust
16 Fund and the Northern California Port Mitigation Relief Trust
17 Fund for so long as any of the bonds are outstanding. Any Northern
18 California port congestion relief container fees and Northern
19 California port mitigation relief container fees that are not required
20 to be retained by the indenture trustee pursuant to the constituent
21 instruments defining the rights of the holders of the bonds shall
22 be remitted by the indenture trustee to the Northern California Port
23 Congestion Relief Trust Fund and the Northern California Port
24 Mitigation Relief Trust Fund and shall be disbursed at the request
25 and direction of the California Transportation Commission and
26 the State Air Resources Board, respectively, for Northern California
27 port congestion relief projects and Northern California port
28 mitigation relief projects that are not being financed with revenue
29 bonds issued by the bank, and these funds are hereby continuously
30 appropriated, notwithstanding Section 13340, without regard to
31 fiscal years, for that purpose.

32 (b) The state hereby pledges to and agrees with the holders of
33 revenue bonds issued pursuant to this article, and each provider
34 of a letter of credit, standby purchase agreement, reimbursement
35 agreement, liquidity facility, or other similar arrangement for the
36 benefit of the revenue bonds, that the state will not limit, alter, or
37 restrict each pledge of Northern California port congestion relief
38 container fees and Northern California port mitigation relief
39 container fees permitted hereby and any other terms of any
40 agreement made with or for the benefit of the holders of the

1 revenue bonds or the providers or in any way impair the rights or
2 remedies of the holders of the bonds or the providers or reduce or
3 terminate the fees while any the bonds remain outstanding.

4 63049.75 Notwithstanding any other provision of law, Article
5 3 (commencing with Section 63040), Article 4 (commencing with
6 Section 63042), and Article 5 (commencing with Section 63043)
7 of this chapter do not apply to any financing provided by the bank
8 pursuant to this article, and the principal amount of revenue bonds
9 issued pursuant to this article and Chapter 5 (commencing with
10 Section 63070) shall not count against the limit stated in the first
11 sentence of subdivision (b) of Section 63071.

12 SEC. 2. The heading of Chapter 1 (commencing with Section
13 1720) is added to Part 2 of Division 6 of the Harbors and
14 Navigation Code, immediately preceding Section 1720, to read:

15
16 CHAPTER 1. PORT FACILITY CONSTRUCTION
17

18 SEC. 3. Chapter 2 (commencing with Section 1740) is added
19 to Part 2 of Division 6 of the Harbors and Navigation Code, to
20 read:

21
22 CHAPTER 2. PORT CONGESTION RELIEF AND PORT MITIGATION
23 RELIEF
24

25 Article 1. General Provisions
26

27 1740. The Legislature hereby finds and declares all of the
28 following:

29 (a) There is a need to mitigate the enormous burden imposed
30 on the highway transportation system serving the Ports of Los
31 Angeles, Long Beach, and Oakland by the overland movement of
32 cargo shipped from and to those ports.

33 (b) The operation of the ports causes environmental pollution
34 that requires mitigation.

35 (c) The improvement of goods movement infrastructure would
36 benefit the owners of container cargo moving through the ports
37 by allowing the owners of the cargo to move container cargo more
38 efficiently and to move more cargo through those ports.

39 (d) The reduction of goods movement pollution would benefit
40 the owners of container cargo moving through the ports by meeting

1 federal air quality standards, which will allow for continued federal
2 funding of goods movement infrastructure projects.

3 (e) Accordingly, it is the intent of the Legislature to alleviate
4 these burdens by imposing a fee on shipping containers processed
5 through those ports and using the funds derived from that fee to
6 do both of the following:

7 (1) Improve the rail system that serves as an alternative to
8 shipping on the highway by commercial vehicle, including, but
9 not limited to, the ondock rail facilities at those ports.

10 (2) Mitigate the environmental pollution caused by port
11 operations.

12 1741. (a) There is hereby established in the State Treasury the
13 Southern California Port Congestion Relief Trust Fund.

14 (b) There is hereby established in the State Treasury the
15 Northern California Port Congestion Relief Trust Fund.

16 (c) There is hereby established in the State Treasury the Southern
17 California Port Mitigation Relief Trust Fund.

18 (d) There is hereby established in the State Treasury the
19 Northern California Port Mitigation Relief Trust Fund.

20 1743. For purposes of this chapter, the following definitions
21 apply:

22 (a) “Board” means the State Air Resources Board.

23 (b) “Commission” means the California Transportation
24 Commission.

25 (c) “Northern California Congestion Fund” means the Northern
26 California Port Congestion Relief Trust Fund.

27 (d) “Northern California Mitigation Fund” means the Northern
28 California Port Mitigation Relief Trust Fund.

29 (e) “Port” means the Port of Los Angeles, Port of Long Beach,
30 or Port of Oakland, as appropriate.

31 (f) “Southern California Congestion Fund” means the Southern
32 California Port Congestion Relief Trust Fund.

33 (g) “Southern California Mitigation Fund” means the Southern
34 California Port Mitigation Relief Trust Fund.

35
36 Article 2. User Fee
37

38 1745. (a) Beginning January 1, 2008, the Port of Los Angeles
39 shall develop a process for notifying the owner of, and collecting

1 a user fee from the owner of, container cargo moving through the
2 port.

3 (b) No later than June 1, 2008, the port shall notify the owner
4 of cargo moving through the port that it will be assessed a user fee
5 not to exceed thirty dollars (\$30) per twenty-foot equivalent unit
6 (TEU). The notice shall include, but not be limited to, the process
7 for payment of the user fee, the frequency for payment of the user
8 fee, and that the user fee is being assessed to improve the goods
9 movement infrastructure serving the port, to reduce pollution from
10 all forms of equipment, vehicles, locomotives, and ships that
11 operate at the port and bring containers to and from the port.

12 (c) Beginning January 1, 2009, the port shall assess a user fee
13 on the owner of container cargo moving through the port not to
14 exceed thirty dollars (\$30) per TEU. The port shall collect the fee
15 at least twice a year.

16 (1) The port shall remit one-half of the user fee to the Southern
17 California Congestion Fund. Upon appropriation, moneys deposited
18 in that fund shall be available for expenditure by the commission
19 exclusively for the purposes of funding projects that improve the
20 flow and efficiency of container cargo to and from the Port of Los
21 Angeles, and to fund the administrative costs of this program.
22 Moneys deposited in that fund shall not be loaned or transferred
23 to, or allocated or appropriated in any other way to, the General
24 Fund.

25 (2) The port shall remit one-half of the user fee to the Southern
26 California Mitigation Fund. Upon appropriation, moneys deposited
27 in that fund shall be available for expenditure by the board to
28 mitigate environmental pollution caused by the movement of cargo
29 to and from the Port of Los Angeles by commercial motor vehicles,
30 oceangoing vessels, and rail, and to fund the administrative costs
31 of this program. Moneys deposited in that fund shall not be loaned
32 or transferred to, or allocated or appropriated in any other way to,
33 the General Fund.

34 (d) The port may contract with PierPass for the collection of
35 the user fee authorized pursuant to this section.

36 1746. (a) Beginning January 1, 2008, the Port of Long Beach
37 shall develop a process for notifying the owner of, and collecting
38 a user fee from the owner of, container cargo moving through the
39 port.

(b) No later than June 1, 2008, the port shall notify the owner of cargo moving through the port that it will be assessed a user fee not to exceed thirty dollars (\$30) per twenty-foot equivalent unit (TEU). The notice shall include, but not be limited to, the process for payment of the user fee, the frequency for payment of the user fee, and that the user fee is being assessed to improve the goods movement infrastructure serving the port, to reduce pollution from all forms of equipment, vehicles, locomotives, and ships that operate at the port and bring containers to and from the port.

(c) Beginning January 1, 2009, the port shall assess a user fee on the owner of container cargo moving through the port not to exceed thirty dollars (\$30) per TEU. The port shall collect the fee at least twice a year.

(1) The port shall remit one-half of the user fee to the Southern California Congestion Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the commission exclusively for the purposes of funding projects that improve the flow and efficiency of container cargo to and from the Port of and Long Beach, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(2) The port shall remit one-half of the user fee to the Southern California Mitigation Fund. Upon appropriation, moneys deposited in that fund shall be available for expenditure by the board to mitigate environmental pollution caused by the movement of cargo to and from the Port of Long Beach by commercial motor vehicles, oceangoing vessels, and rail, and to fund the administrative costs of this program. Moneys deposited in that fund shall not be loaned or transferred to, or allocated or appropriated in any other way to, the General Fund.

(d) The port may contract with PierPass for the collection of the user fee authorized pursuant to this section.

1747. (a) Beginning January 1, 2008, the Port of Oakland shall develop a process for notifying the owner of, and collecting a user fee from the owner of, container cargo moving through the port.

(b) No later than June 1, 2008, the port shall notify the owner of cargo moving through the port that it will be assessed a user fee not to exceed thirty dollars (\$30) per twenty-foot equivalent unit (TEU). The notice shall include, but not be limited to, the process

1 for payment of the user fee, the frequency for payment of the user
2 fee, and that the user fee is being assessed to improve the goods
3 movement infrastructure serving the port, to reduce pollution from
4 all forms of equipment, vehicles, locomotives, and ships that
5 operate at the port and bring containers to and from the port.

6 (c) Beginning January 1, 2009, the port shall assess a user fee
7 on the owner of container cargo moving through the port not to
8 exceed thirty dollars (\$30) per TEU. The port shall collect the fee
9 at least twice a year.

10 (1) The port shall remit one-half of the user fee to the Northern
11 California Congestion Fund. Upon appropriation, moneys deposited
12 in that fund shall be available for expenditure by the commission
13 exclusively for the purposes of funding projects that improve the
14 flow and efficiency of container cargo to and from the Port of
15 Oakland and to fund the administrative costs of this program.
16 Moneys deposited in that fund shall not be loaned or transferred
17 to, or allocated or appropriated in any other way to, the General
18 Fund.

19 (2) The port shall remit one-half of the user fee to the Northern
20 California Mitigation Fund. Upon appropriation, moneys deposited
21 in that fund shall be available for expenditure by the board to
22 mitigate environmental pollution caused by the movement of cargo
23 to and from the port by commercial motor vehicles, oceangoing
24 vessels, and rail, and to fund the administrative costs of this
25 program. Moneys deposited in that fund shall not be loaned or
26 transferred to, or allocated or appropriated in any other way to,
27 the General Fund.

28 (d) The port may contract with PierPass for the collection of
29 the user fee authorized pursuant to this section.

30 Article 3. Congestion Relief and Mitigation Relief Projects

31 1750. (a) Beginning January 1, 2008, the commission shall
32 develop a list of projects that would improve the overall efficiency
33 of container cargo movement to and from the Ports of Los Angeles
34 and Long Beach by improving the rail system and container
35 transportation systems that transport container cargo from and to
36 those ports and the ondock rail facilities at those ports. In the
37 process for selecting projects, the commission shall consult with
38 the transportation commissions for the Counties of Los Angeles,
39
40

1 Orange, Riverside, San Bernardino, and Ventura, the Port of Los
2 Angeles, the City of Los Angeles, the Port of Long Beach, the City
3 of Long Beach, and the Southern California Association of
4 Governments. The commission shall hold public hearings to seek
5 further input on developing these projects.

6 (b) No later than September 1, 2008, the commission, at a public
7 hearing, shall finalize a list of projects that would improve the
8 overall efficiency of container cargo movement to and from the
9 Ports of Los Angeles and Long Beach by improving the rail system
10 and container transportation systems that transport container cargo
11 from and to those ports and the ondock rail facilities at those ports.
12 This will be the final list, of infrastructure projects at the Ports of
13 Los Angeles and Long Beach, eligible to be funded by the user
14 fee authorized pursuant to this chapter.

15 (c) Projects eligible to be on the final list shall not be used to
16 construct, maintain, or improve highways, unless the highway or
17 road improvement is part of a rail grade separation, or the highway
18 improvement is done to separate container cargo from motor
19 vehicle traffic by creating on-ramps or off-ramps for port container
20 truck traffic.

21 (d) In awarding funds pursuant to this section, the commission
22 shall give priority to those projects that have been designed to
23 measurably reduce air pollution and environmental impacts to
24 local communities, to assist in attaining state and federal air quality
25 goals and enhance environmental performance while addressing
26 the overall efficiency of container cargo movement.

27 (e) For all construction projects funded pursuant to this section,
28 a contractor shall ensure that all mobile nonroad equipment used
29 on the project will be equipped with a California Air Resources
30 Board (CARB) verified diesel particulate filter that obtains at least
31 an 85-percent reduction in emissions, unless any of the following
32 circumstances exists, and the contractor is able to provide proof
33 that any of these circumstances exists:

34 (1) A piece of specialized equipment is unavailable in a
35 controlled form within the state, including through a leasing
36 arrangement.

37 (2) A contractor has applied for incentive funds to put controls
38 on a piece of uncontrolled equipment planned for use on the
39 project, but the application is not yet approved, or the application
40 has been approved, but funds are not yet available.

1 (3) A contractor has ordered a control device for a piece of
2 equipment planned for use on the project, or has ordered a new
3 piece of controlled equipment to replace the uncontrolled
4 equipment, but that order has not been completed by the
5 manufacturer or dealer, and the contractor has attempted to lease
6 controlled equipment, but no dealer within 200 miles of the project
7 has the controlled equipment available for lease.

8 (f) Projects eligible to be considered by the commission include,
9 but are not limited to, all of the following:

10 (1) A project to separate at-grade crossings to reduce conflicts
11 between trains and motor vehicles in Los Angeles, Orange,
12 Riverside, and San Bernardino Counties, also known as the
13 Alameda Corridor East Project.

14 (2) A project to improve rail capacity by adding additional tracks
15 to existing rail lines in Los Angeles, Orange, Riverside, and San
16 Bernardino Counties.

17 (3) A project to separate at-grade rail crossings in San
18 Bernardino County, also known as the Colton crossing.

19 (4) A project to improve ondock rail infrastructure at the Ports
20 of Los Angeles and Long Beach.

21 (g) In determining which projects to select, the commission
22 shall also take into account the entire rail and trade corridor
23 servicing the Ports of Los Angeles and Long Beach.

24 (h) The commission shall only use the funds received from the
25 Southern California Congestion Fund to fund projects authorized
26 pursuant to this section.

27 (i) Once the projects on the final list are completed and fully
28 funded, the commission shall notify the Ports of Los Angeles and
29 Long Beach that the infrastructure projects are completed and to
30 no longer collect the one-half of the user fee for infrastructure
31 projects. The commission may also make a finding that a project
32 on the final list has either been funded by another source or is no
33 longer worthy of funding.

34 1751. (a) Beginning January 1, 2008, the commission shall
35 develop a list of projects that would improve the overall efficiency
36 of container cargo movement to and from the Port of Oakland by
37 improving the rail and container transportation systems that
38 transport container cargo from and to that port and the ondock rail
39 facilities at that port. In the process for selecting projects, the
40 commission shall consult with the transportation commissions for

1 the Counties of Alameda and Contra Costa, the Port of Oakland,
2 the City of Oakland, and the Bay Area Association of
3 Governments. The commission shall hold public hearings to seek
4 further input on developing these projects, including at least one
5 hearing in the City of Oakland.

6 (b) No later than September 1, 2008, the commission, at a public
7 hearing, shall finalize a list of projects that would improve the
8 overall efficiency of container cargo movement to and from the
9 Port of Oakland by improving the rail and container transportation
10 systems that transport container cargo from and to that port and
11 the ondock rail facilities at that port. This will be the final list, of
12 infrastructure projects at the Port of Oakland, eligible to be funded
13 by the user fee authorized pursuant to this chapter.

14 (c) Projects eligible to be on the final list shall not be used to
15 construct, maintain, or improve highways, unless the highway or
16 road improvement is part of a rail grade separation, or the highway
17 improvement is done to separate container cargo from motor
18 vehicle traffic by creating on-ramps or off-ramps for port container
19 truck traffic.

20 (d) In awarding funds pursuant to this section, the commission
21 shall give priority to those projects that have been designed to
22 measurably reduce air pollution and environmental impacts to
23 local communities, to assist in attaining state and federal air quality
24 goals and enhance environmental performance while addressing
25 the overall efficiency of container cargo movement.

26 (e) For all construction projects funded pursuant to this section,
27 a contractor shall ensure that all mobile nonroad equipment used
28 on the project will be equipped with a California Air Resources
29 Board (CARB) verified diesel particulate filter that obtains at least
30 an 85 percent reduction in emissions, unless any of the following
31 circumstances exists, and the contractor is able to provide proof
32 that any of these circumstances exists:

33 (1) A piece of specialized equipment is unavailable in a
34 controlled form within the state, including through a leasing
35 arrangement.

36 (2) A contractor has applied for incentive funds to put controls
37 on a piece of uncontrolled equipment planned for use on the
38 project, but the application is not yet approved, or the application
39 has been approved, but funds are not yet available.

1 (3) A contractor has ordered a control device for a piece of
2 equipment planned for use on the project, or has ordered a new
3 piece of controlled equipment to replace the uncontrolled
4 equipment, but that order has not been completed by the
5 manufacturer or dealer, and the contractor has attempted to lease
6 controlled equipment, but no dealer within 200 miles of the project
7 has the controlled equipment available for lease.

8 (f) Projects eligible to be considered by the commission include,
9 but are not limited to, projects to separate at-grade crossings to
10 reduce conflicts between trains and motor vehicles and ondock
11 rail improvements at the Port of Oakland.

12 (g) In determining which projects to select, the commission
13 shall also take into account the entire rail and trade corridor
14 servicing the Port of Oakland.

15 (h) The commission shall only use the funds received from the
16 Northern California Congestion Fund to fund projects authorized
17 pursuant to this section.

18 (i) Once the projects on the final list are completed and fully
19 funded, the commission shall notify the Port of Oakland, that the
20 infrastructure projects are completed and to no longer collect the
21 one-half of the user fee for infrastructure projects. The commission
22 may also make a finding that a project on the final list has either
23 been funded by another source or is no longer worthy of funding.

24 1752. (a) Beginning January 1, 2008, the board shall develop
25 a list of projects that reduce air pollution caused by the movement
26 of container cargo to and from the Ports of Los Angeles and Long
27 Beach. The projects on the list shall be consistent with the Emission
28 Reduction Plan (ERP) adopted April 2006, and shall be designed
29 to reduce air pollution at those ports in order to reach federal air
30 quality attainment standards and to meet the ERP's goals for 2010,
31 2015, and 2020. In developing the list, the board shall consult with
32 the South Coast Air Quality Management District, the Gateway
33 Council of Governments, and the Ports of Los Angeles and Long
34 Beach.

35 (b) The board shall work with the South Coast Air Quality
36 Management District, the Port of Long Beach, and the Port of Los
37 Angeles in order to ensure that projects within the San Pedro Bay
38 Clean Air Action Plan are completed or implemented. The board
39 may provide funding to the district or the ports in order to achieve
40 the goals of the plan.

1 (c) No later than September 1, 2008, the board, at a public
2 hearing, shall finalize a list of projects that meet the ERP's goals
3 for 2010, 2015, and 2020, in order to meet federal air quality
4 attainment standards.

5 (d) The board may determine, at a public hearing, that the
6 emission reduction goals for 2020 have been met or exceeded and
7 that federal air quality standards have been met in the South Coast
8 Air Basin, and once the determination is made, and ensuring that
9 all approved projects have been funded, the board shall notify the
10 Port of Los Angeles of this determination, and the Port of Los
11 Angeles shall no longer collect the one-half of the user fee for air
12 quality projects meant to reach these goals and federal air quality
13 attainment standards.

14 (e) The board may determine, at a public hearing, that the
15 emission reduction goals for 2020 have been met or exceeded and
16 that federal air quality standards have been met in the South Coast
17 Air Basin, and once the determination is made, and ensuring that
18 all approved projects have been funded, the board shall notify the
19 Port of Long Beach of this determination, and the Port of Long
20 Beach shall no longer collect the one-half of the user fee for air
21 quality projects meant to reach these goals and federal air quality
22 attainment standards.

23 (f) The board shall only use the funds received from the
24 Southern California Mitigation Fund to fund projects authorized
25 pursuant to this section.

26 1753. (a) Beginning January 1, 2008, the board shall develop
27 a list of projects that reduce air pollution caused by the movement
28 of container cargo to and from the Port of Oakland. The projects
29 on the list shall be consistent with the Emission Reduction Plan
30 (ERP) adopted April 2006, and shall be designed to reduce air
31 pollution at the port in order to reach federal air quality attainment
32 standards and to meet the ERP's goals for 2010, 2015, and 2020.
33 In developing the list, the board shall consult with the Bay Area
34 Air Quality Management District and the Port of Oakland.

35 (b) If the Bay Area Air Quality Management District and the
36 Port of Oakland develop a plan to reduce emissions from the Port
37 of Oakland, then the board shall work with the district and the Port
38 of Oakland in order to ensure that projects within the plan are
39 completed or implemented. The board may provide funding to the
40 district or the port in order to achieve the goals of the plan.

1 (c) No later than September 1, 2008, the board, at a public
2 hearing, shall finalize a list of projects that meet the ERP's goals
3 for 2010, 2015, and 2020, in order to meet federal air quality
4 attainment standards.

5 (d) The board may determine, at a public hearing, that the
6 emission reduction goals for 2020 have been met or exceeded and
7 that federal air quality standards have been met within the Bay
8 Area Air Quality Management District, and once the determination
9 is made, and ensuring that all approved projects have been funded,
10 the board shall notify the Port of Oakland of this determination,
11 and the Port of Oakland shall no longer collect the one-half of the
12 user fee for air quality projects meant to reach these goals and
13 federal air quality attainment standards.

14 (e) The board shall only use the funds received from the
15 Northern California Mitigation Fund to fund projects authorized
16 pursuant to this section.

17 SEC. 4. Section 1760 of the Harbors and Navigation Code is
18 amended and renumbered to read:

19 ~~1760.~~

20 1730. (a) For purposes of this section, "council" means the
21 California Marine and Intermodal Transportation System Advisory
22 Council, a regional subunit of the Marine Transportation System
23 National Advisory Council chartered by the federal Secretary of
24 Transportation under the Federal Advisory Council Act (P.L.
25 92-463).

26 (b) The council is requested to do all of the following:

27 (1) Meet, hold public hearings, and compile data on issues that
28 include, but need not be limited to, all of the following:

29 (A) The projected growth of each maritime port in the state.

30 (B) The costs and benefits of developing a coordinated state
31 program to obtain federal funding for maritime port growth,
32 security, and congestion relief.

33 (C) Impacts of maritime port growth on the state's transportation
34 system.

35 (D) Air pollution caused by movement of goods through the
36 state's maritime ports, and proposed methods of mitigating or
37 alleviating that pollution.

38 (E) Maritime port security, including, but not limited to, training,
39 readiness, certification of port personnel, exercise planning and

1 conduct, and critical marine transportation system infrastructure
2 protection.

3 (F) A statewide plan for continuing operation of maritime ports
4 in cooperation with the United States Coast Guard, the federal
5 Department of Homeland Security, the Office of Emergency
6 Services, the state Office of Homeland Security, and the California
7 National Guard, consistent with the state's emergency management
8 system and the national emergency management system, in the
9 event of a major incident or disruption of port operations in one
10 or more of the state's maritime ports.

11 (G) State marine transportation policy, legislation, and planning;
12 regional infrastructure project funding; competitiveness;
13 environmental impacts; port safety and security; and any other
14 matters affecting the marine transportation system of the United
15 States within, or affecting, the state.

16 (2) Identify all state agencies that are involved with the
17 development, planning, or coordination of maritime ports in the
18 state.

19 (3) Identify other states that have a statewide port master plan
20 and determine whether that plan has assisted those states in
21 improving their maritime ports.

22 (4) Compile all information obtained pursuant to paragraphs
23 (1) to (3), inclusive, and submit its findings in a report to the
24 Legislature not later than January 1, 2006. The report should
25 include, but need not be limited to, recommendations on methods
26 to better manage the growth of maritime ports and address the
27 environmental impacts of moving goods through those ports.

28 (c) The activities of the council pursuant to this section shall
29 not be funded with appropriations from the General Fund.

30 SEC. 5. No reimbursement is required by this act pursuant to
31 Section 6 of Article XIII B of the California Constitution because
32 a local agency or school district has the authority to levy service
33 charges, fees, or assessments sufficient to pay for the program or
34 level of service mandated by this act, within the meaning of Section
35 17556 of the Government Code.