

Senator Jim Beall, Chair
Senator Jim Nielsen
Senator Hannah-Beth Jackson



Wednesday, May 21, 2014
10:00 a.m.
Hearing Room 112

PART A

Consultant: Farra Bracht

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Resources—Environmental Protection—Energy—Transportation

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ITEMS PROPOSED FOR VOTE ONLY**2600 California Transportation Commission****Item 1: Active Transportation-Placeholder Trailer Bill Language**

Proposal. The Administration requests a technical change to statute to reflect a deadline of December 2015 for the second round of programming for the Active Transportation Program (ATP).

Background and Detail. The ATP was created by Senate Bill 99 (Budget and Fiscal Review Committee), Chapter 359, Statutes of 2013 and Assembly Bill 101 (Committee on Budget), Chapter 354, Statutes of 2013, to encourage increased use of active modes of transportation, such as biking and walking. The program combines five programs: the federal Transportation Alternatives Program, the state and federal Safe Routes to Schools programs, the state Environmental Enhancement and Mitigation Program, and the state Bicycle Transportation Account. The California Transportation Commission (CTC) was required to adopt guidelines for the initial ATP within six months (by March 26, 2014). The statute does not include a deadline by which the CTC must adopt the initial program, but does require that subsequent programs be adopted by April first of odd-numbered years.

Adoption of the initial program of projects is planned for December 2014. The statutory deadline for the CTC to adopt the second round of ATP programming is April 1, 2015. This deadline, coming soon after the adoption of the initial program, will cause an overlap where the CTC will need to adopt guidelines for the second round of programming and issue a call for projects for the second round before they have completed the adoption of the first round. The CTC has, therefore, requested a technical change to statute to reflect a deadline of December 2015 for this second round of programming.

Staff comment. The proposed technical change would prevent a situation where the adoption of the initial program of projects would overlap with the call for projects for the second round of funding. Staff has no concerns with this proposal.

Staff Recommendation. Adopt placeholder trailer bill language to change the Active Transportation Program deadline for the second round of programming to December 2015.

Vote:

2660 Department of Transportation**Item 1: Early Repayment of General Fund Loans (BCP #6)**

The Governor's budget proposes the early repayment of \$337 million (\$328 million plus \$9 million interest) in outstanding General Fund (GF) loans to make funds immediately available for the State Highway Operation and Protection Program (SHOPP) projects and repair and replacement of Traffic Management System (TMS) elements, that will improve the safety, preservation, and operational efficiency of the highways throughout the state.

Caltrans also requests 12 positions and \$1,749,000 (\$1,640,000 in personal services and \$109,000 in operating expenses) for a three-year limited-term period to develop Project Initiation Documents (PID). These resources will be offset by a redirection from the Capital Outlay Support Program (COS) State Highway Account (SHA) resources from anticipated reductions due to declining workload.

In conjunction with this request, but as a separate distribution of early loan repayment funds, another \$12.1 million will be repaid to various other transportation fund accounts that include approximately \$6 million for the Bicycle Transportation Account (BTA) and \$1.7 million for the Pedestrian Safety Account (PSA) associated with the Active Transportation Program (ATP); and \$4.4 million for the Environmental Enhancement Program Fund (EEMP) to the California Natural Resources Agency (CNRA).

Background and Detail. The Budget Act of 2010 authorized loans totaling \$328 million from the Highway Users Tax Account (HUTA) to the GF. To date, approximately \$9 million of interest has accrued. Assembly Bill 115 (Committee on Budget), Chapter 38, Statutes of 2011, extended repayments to fiscal year 2020-21.

The SHA is the main funding source for the state's highway transportation programs. The SHA's main revenue source is state excise taxes on gasoline (fuel tax). Revenues generated from excise taxes are used, in part, by the SHOPP to fund highway construction, maintenance, preservation, and improvement projects. The 2011 Statewide Transportation Needs Assessment identified a revenue shortfall for transportation infrastructure projects over a specified period, 2011-2020, due to decreased fuel consumption. The projected cost of statewide transportation system preservation, management, and expansion projects during the study period exceeded revenue projections by almost \$300 billion. Based on the California Board of Equalization's fuel consumption reports, the net taxable gasoline gallons have decreased by approximately 233 million gallons from 2009-2012. This reduces the funding available for the state's transportation preservation projects and increases the probability of costly rehabilitation in the future.

The Budget Act of 2008 authorized \$12.1 million in loans to the GF from various other transportation funds including the Bicycle Transportation Account (BTA), the Pedestrian Safety Account (PSA), and the Environmental Enhancement Program Fund (EEMP). These loans are currently scheduled to be repaid in fiscal year 2016-17.

The early loan repayments and the activities they would fund are illustrated below:

**Programs and Activities Addressed by Early Loan Repayments
(Dollars in Millions)**

Program	Activity	Amount
SHOPP-Operations	Capital Pavement Projects	\$110
SHOPP-Operations	Traffic Management System	\$100
Highway Maintenance	HM Pavement (Class III roadways)	\$27
Cities and Counties	Local Transportation-Related Improvements	\$100
Bicycle Transportation Account	Active Transportation	\$6
Pedestrian Safety Account	Active Transportation	\$2
Natural Resources Agency	Environmental Enhancement Program	\$4
Grand Total		\$349

The \$237 million in funds repaid to Caltrans would be used for projects already programmed in the SHOPP. The 12 three-year limited-term positions and \$1.7 million are requested to prepare projects needed to backfill the advancement of SHOPP projects. Caltrans proposes transportation system upgrade projects that would require new project initiation documents for programming as backfill for the advanced SHOPP projects, including additional traffic management system elements, bridge rehabilitation, culvert rehabilitation, and fish passage remediation.

The PIDs will target \$232 million in new projects as follows: (1) \$78 million for the Traffic Management System; (2) \$73 million for Bridge Rehabilitation; and, (3) \$81 million for Culverts Rehabilitation/Fish Passage Remediation. Likely delivery of these projects would be by 2017-18, if resources for planning and design were made available in the budget year.

Staff Comment. This item was discussed on March 13, 2014. The early repayment of outstanding loans to Caltrans, especially for SHOPP and highway maintenance projects, has the two-fold benefit of helping: (1) to pay down the state's "wall-of-debt"; and, (2) allowing for critical investments in maintaining the state's infrastructure. The Governor's recent Five-Year Infrastructure Plan identified \$64.6 billion in deferred maintenance costs statewide with \$59 billion of these costs related to Caltrans. In addition, while the request in PIDs resources is significant, it may not be unreasonable given the recent zero-basing of the budget and depletion of the shelf of projects after the receipt of federal stimulus funds.

Staff Recommendation. Approve the early repayment of the following General Fund loans:

- \$337 million (\$237 million for Caltrans and \$100 million for cities and counties);
- \$6 million for the Bicycle Transportation Account;
- \$4.4 million for the Environmental Enhancement Program Fund; and
- \$1.7 million for the Pedestrian Safety Account.

In addition, approve 12 positions and \$1.7 million from the State Highway Account for a three-year limited-term for the development of project initiation documents.

Vote:

ITEMS PROPOSED FOR DISCUSSION AND VOTE

2660 Department of Transportation

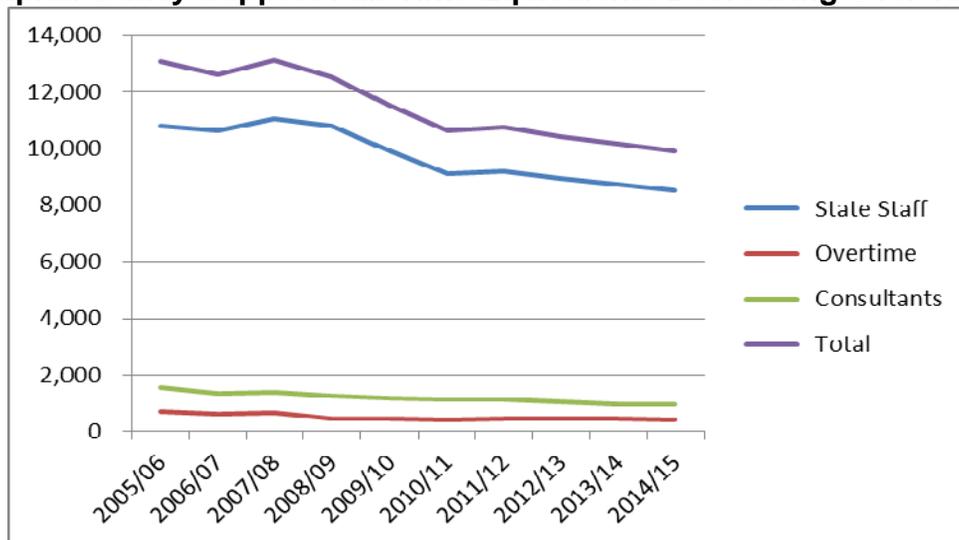
Item 1: Capital Outlay Support: Project Delivery Workload (May Finance Letter)

Proposal. The Administration proposes a decrease of \$21.8 million and 210 full-time equivalents (FTEs) for the Capital Outlay Support (COS) Program from the 2014-15 Governor’s budget. Caltrans’ proposed workload is a decrease from fiscal year 2013-14 to 2014-15 levels by 258 FTEs which is approximately 2.6 percent less than the approved 2013-14 workload levels.

The Administration also requests two provisional language-related changes. First, the Administration requests existing provisional language be amended to reflect the budgeted increase of *five* Caltrans positions (was originally 10 positions) for work on high-speed rail. Second, the Administration requests the addition of provisional language to limit the amount of expenditures for overhead and to require Caltrans and the Department of Finance to review the overhead component of the program.

Background and Detail. Capital outlay is the funding mechanism for construction contracts and right-of-way acquisition on projects that preserve and improve the State Highway System (SHS). The COS program provides the funding and resources necessary to develop and deliver the projects to construction, as well as administer and oversee the projects once they are in construction. The COS program also provides oversight or independent quality assurance of projects developed by local entities on the state highway system. The COS budget supports over \$40 billion in capital outlay projects. The total level of full-time equivalent positions for COS has decreased since 2005-06 as shown below.

Capital Outlay Support Full-Time Equivalents Decreasing Over Time



Positions are based on full-time equivalents.

COS Workload Reduction Proposed

The Governor's proposal reflects a decrease in COS workload due to the diminishing funding for transportation capital projects and proposes a reduction of 258 FTE from the 2013-14 level for a total of 9,894 FTEs. This includes a reduction of 243 positions in the COS program from the 2013-14 level and a reduction that is the equivalent of 15 positions that would be achieved by reducing cash overtime (12 FTE) and contracting out (3 FTE). Forty-eight of the 258 positions are proposed to be redirected to other programs as shown in the figure below.

Capital Outlay Support Positions Proposed for Redirection

Program Redirection	Description	Budget Change Proposal	Senate Action	Number of Positions
Maintenance	Devil's Slide	#8	Approved	16
Maintenance	I-5 Express Lanes	#9	Approved	10
Mass Transportation	Cap and Trade	#11	Open	4
Mass Transportation	JARC New Freedom	#17	Approved	3
Planning	Early Repayment	#6	Open	12
Traffic Operations	ADA Infrastructure	#3	Approved	3
Total				48

The remaining 210 positions proposed for reduction in COS are shown below.

Capital Outlay Support Program Workload Changes (FTEs)

Workload Categories	Jan. 10 2014-15	May Revise 2014-15	Change 2014-15
State Highway Operation and Protection Program	3,797	4,250	453
State Transportation Improvement Program	1,504	1,337	(167)
Partnership (Includes Measure/Locally Funded)	1,285	1,239	(46)
Phase II / Toll Seismic / Other Toll	379	315	(64)
Real Property Services	119	97	(22)
Bond CMIA	567	330	(237)
Bond Route 99	210	140	(70)
Bond STIP (TFA)	90	52	(38)
Bond TCIF	49	69	20
Bond SHOPP	18	6	(12)
Bond SLPP	0	15	15
American Recovery and Reinvestment Act	53	24	(29)
Traffic Congestion Relief Program	36	12	(24)
High Speed Rail	31	41	10
Highway Users Tax Account (HUTA)	0	55	55
Regional Measure 1 (BATA)	5	0	(5)
Materials Engineering & Testing Services	27	27	0
Overhead and Corporate	1,934	1,885	(36)
Total Capital Outlay Support Workload	10,104	9,894	(210)

LAO Comment. The LAO recently reviewed the Governor's May COS request and found that significant reductions to the size of the program and increases in the level of external oversight are necessary to ensure the state's limited transportation funds are used wisely. The LAO recommends the following:

- Reduce Staffing Levels. The LAO estimates the COS budget request is overstated by roughly 3,500 FTE and more than \$500 million in 2014-15 and recommends that the Legislature take a first step to address this overstaffing problem in the 2014-15 budget by significantly expanding the Governor's proposed reduction of the COS program.
- Require Staffing Plan. The LAO recommends that the Legislature adopt legislation requiring Caltrans to annually develop a multi-year staffing plan and submit the plan to the Legislature annually, beginning January 10, 2015. The plan should include for each district 1) workload projections by type of workload, 2) staff on board by type, 3) projected imbalances between existing staff and workload, and 4) how Caltrans will align staff resources with workload.
- Improve Data Quality. The LAO recommends Caltrans takes various actions to improve the quality of data related to staffing and workload such as to develop a data quality management plan and conduct a hindsight review of a sample of projects.
- Increase Oversight of Repair Program. The LAO recommends the Legislature takes steps to increase the California Transportation Commission's oversight and project approval functions for the State Highway Operation and Protection Program (SHOPP). The SHOPP is the state's program for repairing and reconstructing the highway.

Staff Comment. As transportation funding has declined, the anticipated workload for the COS program is also expected to decline. The LAO has raised concerns about the number of COS staff. However, the data upon which the LAO has drawn these conclusions has many limitations and making a significant reduction to the number of COS staff could negatively impact Caltrans' ability to deliver transportation projects. The recommendation to have Caltrans provide data about its staffing needs as part of the January budget proposal has merit and would increase the Legislature's ability to provide appropriate oversight of this important program. The recommendations to improve data quality and increase oversight of the SHOPP program also have merit and it would be appropriate for the transportation policy committee to consider these recommendations.

Questions.

Caltrans:

- 1) Please provide a summary of your May 1 COS request.
- 2) What is your response to the LAO report?

Staff Recommendation. Approve the May Finance Letter to reduce the Caltrans budget by \$21.8 million and 210 full-time equivalents (FTEs) for the Capital Outlay Support (COS) program from the 2014-15 Governor's budget. In addition, adopt placeholder trailer bill legislation requiring Caltrans to annually develop a multi-year staffing plan and submit the plan annually to the Legislature beginning on January 10, 2015. The plan should include for each district 1) workload projections by type of workload, 2) staff on board by type, 3) projected imbalances between existing staff and workload, and 4) how Caltrans will use staff strategies and workload management tools to align staff resources with workload.

Vote:

2720 Department of California Highway Patrol

Item 1: Air Fleet Replacement (January BCP #1)

The California Highway Patrol (CHP) has requested multi-year funding from the Motor Vehicle Account (MVA) to establish an on-going replacement program for the CHP air fleet. The proposal requests a one-time augmentation of \$16 million in 2014-15; a one-time augmentation of \$14 million in 2015-16 and 2016-17; and a permanent augmentation of \$8 million in 2017-18 and beyond, as shown in the table below. Last year, CHP received \$17 million to replace four aircraft.

California Highway Patrol Air Fleet Replacement Schedule (Dollars in Millions)

Fiscal Year	Quantity of Aircraft	Funding
2013-14	4	\$17
2014-15	4	16
2015-16	3	14
2016-17	3	14
2017-18	2	8
2018-19	2	8
2019-20	2	8
2020-21	2	8
2021-22	2	\$8

Background and Detail. The CHP's Air Operations Program (AOP) provides support for enforcement, pursuit management, hazardous material response, and inter-operable communications with allied agencies, traffic congestion relief, stolen vehicle recoveries, conducting searches, and transporting emergency medical supplies. CHP's air fleet currently consists of 15 airplanes and 15 helicopters. These were acquired using mostly federal funds, as shown below.

Airplanes (15 total)	Funding Source
14	Office of Traffic Safety Grant
1	Homeland Security Grant
1	Asset Forfeiture
-1	Airplane lost in accident
Helicopters (15 total)	
2	Motor Vehicle Account (MVA)
1	Military Surplus
6	Office of Traffic Safety Grant/MVA
6	Homeland Security Grant

Last year, the department received \$17 million (MVA) to replace four of the oldest aircraft in its fleet—three helicopters and one airplane. At the time, CHP committed to conducting an overall needs assessment and providing a schedule for the replacement of its fleet.

The CHP estimated that, when department specifications are met, a helicopter will cost \$4.5 million and an airplane will cost \$3.5 million. The department indicates that each unit begins to experience additional maintenance issues once flight time exceeds 10,000 hours, which occurs in about ten years. At this time, the oldest airplane and helicopters in its fleet have logged nearly 15,000 hours and almost 17,000 hours, respectively. The department indicates its desire to reduce the amount of equipment ‘downtime,’ resulting from increased maintenance hours and difficulties in obtaining necessary replacement parts. It also expresses the desire to standardize its fleet. The intent of this request would be to replace aircraft as they accrue over 10,000 flight hours.

LAO Comment. The LAO raises four concerns with this proposal:

(1) While the report provided by CHP on its air fleet includes various information (such as each aircraft’s record of maintenance and fuel costs), the report does not provide sufficient information justifying the size of the air fleet being proposed.

(2) The Governor’s proposal “locks in” the size of the fleet at 26 aircraft in the future and that the aircraft will require replacement on a set schedule. However, it is uncertain if this size of fleet would be needed in the future. There might be a need for a smaller or larger fleet size in the future for reasons such as less assistance requested by allied agencies or future aircraft lasting longer than planned.

(3) Under the Governor’s proposal, the new aircraft would be purchased with monies from the MVA, which generates its revenues primarily from driver license and vehicle registration fees. The Governor’s proposal raises the issue of whether it is appropriate for the MVA to be the sole funding source for this purpose. Under Article XIX of the State Constitution, any revenues from fees and taxes on vehicles or their use—such as driver’s license and vehicle registration fees—can only be used for the state administration and enforcement of laws regulating the use, operation, or regulation of vehicles used upon the public streets and highways. It is unclear whether all of the activities supported by CHP’s air fleet meet this requirement, such as patrolling the state’s electrical and water infrastructure.

(4) According to CHP, requests to assist various allied agencies (such as local law enforcement offices) increased several years ago as these agencies faced fiscal constraints during the economic downturn in operating and maintaining their own existing air fleets. Given the high cost to the state in maintaining CHP’s air fleet and that the budgets of the allied agencies may have begun to recover, the Legislature may want to consider requiring certain allied agencies to reimburse CHP for some, or all, of the costs it incurs in providing them with air support. The LAO also notes that requiring such reimbursements might encourage allied agencies to be more efficient and selective when requesting air support assistance from CHP.

Staff Comment. At the May 8th Senate Subcommittee #2 hearing, the committee expressed concerns about 1) CHP’s inability to justify its request for a fleet of 26 air craft, 2) the lack of a long-term replacement plan for the fleet, and 3) the Department of General Services (DGS) procurement process for air craft. In response to legislative concerns about size of CHP’s requested air fleet, the Department of Finance (DOF) has provided information that justifies the size of the fleet based on square miles covered per aircraft. As shown in the figure below, each aircraft covers fewer square miles than the fleet Texas uses, but more square miles than the average of several other states of roughly 2,600 square miles covered by each air craft. In addition, information was provided that shows how the fleet is distributed across the state’s population and how CHP ensures coverage along the state’s major freeways. Given this additional information, staff finds the request reasonable.

CHP’s Air Fleet Compared to Selected States

State	Square Miles	Number of Aircraft	Square Miles Patrolled/Per Aircraft
Texas	266,874	23	11,603
California	158,648	26	6,102
Pennsylvania	45,310	16	2,832
Indiana	36,185	14	2,585
Ohio	41,328	16	2,583
Maryland	10,455	11	950

Source: The Department of Finance

In response to legislative concerns about the lack of a long-term plan to replace its existing fleet, this agenda shows that CHP has a replacement schedule for its air fleet and consistent with this plan, the Governor’s budget requests \$8 million annually from the MVA to fund the continuous replacement of the air fleet. The committee also had questions about what actions the DGS had taken to ensure the competitiveness of the request for proposals for the aircraft, which DGS will respond to during the May Revision hearings.

Previous Staff Comment on the Issue. The CHP’s air fleet is aging and should be gradually replaced over a period of time. The CHP has provided a report that 1) describes its fleet of helicopters and airplanes, 2) provides justification for the 10,000 hour replacement guideline, and 3) provides a general replacement schedule. However, this report does not justify the size of the air fleet that is needed now and in the future. According to CHP, its goal is to have each aircraft log an average of 1,000 flight hours each year. Based on this, a fleet of 26 aircraft provides an annual total of 26,000 flight hours. However, it is unclear what the basis is for this goal and what outcomes are associated with this goal. Moreover, CHP states that the size of the fleet and locations of aircraft are based on a number of factors including, but not limited to, effective and efficient aircraft response to varied missions, response time, geography, political considerations, CHP ground unit deployments, allied agency resources, facility costs, and airport regulations. However, CHP has not provided an analysis that uses these factors to justify the size of its fleet.

It would be reasonable for such a study to be conducted in advance of additional purchases and that these purchases should be informed by the study. However, given that last year’s

request to conduct a similar study did not result in the desired outcomes, it is unclear if a second request would result in a better report.

In the past, CHP's fleet was funded with mostly federal funds. Given that there might be federal funds available in the future and that the actual size of the fleet CHP needs is unknown, it would be premature at this time to commit the MVA to funding the future purchase of aircraft beyond the budget year.

Questions.

CHP and DOF:

- 1) Please describe how the additional information that you recently provided justifies the size of the air fleet that is being requested (26 aircraft).

DGS:

- 1) Please discuss what actions were taken to ensure the competitiveness of the request for proposals for the aircraft.

Staff Recommendation. Approve the request for multi-year funding from the Motor Vehicle Account (MVA) to establish an on-going replacement program for the CHP air fleet. The proposal requests a one-time augmentation of \$16 million in 2014-15; a one-time augmentation of \$14 million in 2015-16 and 2016-17; and a permanent augmentation of \$8 million in 2017-18 and beyond.

Vote:

Item 2: Teen Safety Driver Program (Staff Proposal)

Proposal. \$700,000 from the Motor Vehicle Account for CHP and direct CHP to study and plan for the implementation of a program to educate teen drivers on the dangers of distracted driving. Staff proposes adoption of the following provisional language to allow for the use of outside consultants:

\$700,000 is hereby appropriated to the California Highway Patrol from the Motor Vehicle Account to study and begin planning for a program to educate provisional (teen drivers) on the dangers of distracted driving. The Department may utilize outside consultants as needed.

Background and Detail. Traffic crashes are the leading cause of death for teenagers across the United States. For both men and women, drivers between 16 to 19 years of age have the highest average annual crash and traffic violation rates of any other age group. Many factors contribute to teen accidents such as poor hazard detection, low-risk perception, risk taking, not wearing seat belts, and lack of skill. Distracted driving caused by factors such as texting also contributes to teen deaths and according to the Institute for Highway Safety Fatality Facts, 11 teens die every day as a result of texting.

Last year, Assembly Bill 1113 (Frazier) was vetoed by the Governor with the message that “rather than imposing yet even more restrictions on a teenager’s driving privilege, I am directing the Department of Motor Vehicles (DMV), CHP, and the Office of Traffic Safety (OTS) to implement a teen driving training and education program to improve transportation safety for provisional drivers.”

According to the Administration, the CHP, DMV, and OTS have been meeting and actively working to implement the Governor’s directive. Currently, the California State Transportation Agency (CalSTA) is working with the departments to gather more information before making an implementation recommendation to the Governor’s Office.

The Impact Teen Driver program is part of CHP’s “Teen Distracted Drivers Education and Enforcement” OTS grant. The objectives of the grant are to provide enhanced enforcement and broad public awareness, and an education and media campaign, which focuses on distracted driving among teens. Based on the grant objectives, Impact Teen Driver will provide presentations to stakeholders, conduct a media campaign to educate teen drivers about the dangers of distracted driving and partner with stakeholder groups (including teachers, parents, and teen groups) to enhance community involvement. The funding amounts for this program by federal fiscal year are as follows:

OTS Grants for the Impact Teen Driver Program

Federal Fiscal Year	Amount
2014	\$1.3 million
2013	\$1.0 million
2012	\$1.4 million
2011	\$1.7 million

Staff Comments. The proposed additional funding could help to address the problem of distracted teen driving and potentially reduce the number of traffic collisions resulting from this behavior.

Questions.

For CalSTA:

- 1) Please provide an update on the Administration's efforts to implement the Governor's directive to implement a teen driving training and education program to improve transportation safety for provisional drivers.

Staff Recommendation. Approve \$700,000 from the Motor Vehicle Account for CHP to study and plan for the implementation of a program to educate teen drivers on the dangers of distracted driving. In addition, adopt the proposed provisional language that would allow CHP to use outside consultants as necessary to carry out these activities.

Vote:

2740 Department of Motor Vehicles**Item 1: Implementation of AB 60—Placeholder Trailer Bill Language (Staff Proposal)**

Proposal. Placeholder trailer bill language to modify the affidavit-related language adopted in AB 60 (Alejo), Chapter 524, Statutes of 2013.

Background and Detail. As of January 2013, the DMV had issued 27.3 million licenses/identification cards. AB 60 expanded who DMV can issue a license to and requires DMV, by January 1, 2015, to issue a driver's license to an applicant who is unable to submit satisfactory proof that their presence in the United States is authorized under federal law, if he or she meets all other qualifications for licensure and provides satisfactory proof to the department of his or her identity and California residency. AB 60 also requires DMV to develop regulations and consult with interested parties in an effort to assist the department in identifying documents that will be acceptable for purposes of providing documentation to establish identity and residency.

Under AB 60, people may be required to declare via affidavit that they are both (1) ineligible for a social security number and (2) are unable to submit proof of authorized presence in the United States.

The proposed changes to state law would allow applicants to use the existing DMV driver's license and identification card application (Form 44) to certify, under penalty of perjury, that a social security number has never been issued to them and that they are not eligible for a social security number.

Staff Comment. The proposed change to statute would enable the DMV to use the existing DMV driver's license and identification card application (Form 44) to ensure that applicants are eligible for the driver's license and allow DMV to obtain the information it needs for identity and fraud protection.

Questions.

For DMV:

- 1) Please provide a brief update on the implementation of AB 60 and discuss the status of working with the federal Department of Homeland Security on the approval of the design of the license.
- 2) Please discuss the proposed changes to the Vehicle Code and any concerns the Administration has with the proposed changes to state law.

Staff Recommendation. Approve the placeholder trailer bill language that would make changes to the Vehicle Code related to the implementation of AB 60.

Vote: