

Senate Bill 1, Road Repair and Accountability Act of 2017

Senate Bill 1 (SB1) is a transportation investment to fix neighborhood streets, freeways, and bridges.

SB1 invests \$5.4 billion annually over the next decade to fix California's transportation system. Half of the revenue, \$2.7 billion, is targeted toward the State highway system. This includes projects in Del Norte County like the intersection of U.S. 199 at Elk Valley Cross Road and preliminary phases of the Last Chance Grade project. The other \$2.7 billion goes to local roads, transit agencies, bicycle and pedestrian projects.

The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year.

SB 1 is funded by from the recent 12-cent increase in the base gasoline excise tax and a new transportation improvement fee based on vehicle value. Other revenue will come from paying off past transportation loans, Caltrans savings, and new charges affecting diesel fuel and zero-emission vehicles.

Prior to SB 1, the gas tax had not been increased since 1994. The gas tax remained flat rather than increasing to match inflation, leaving a gap in California's ability to fund transportation projects and creating a backlog of necessary repairs and upgrades.

Impacts for Del Norte County

If Proposition 6 passes...

- ◆ **\$136 million lost transportation revenue**
- ◆ **1,740 lost jobs per year**
- Over \$136 million of funding for the four-year period of FY18/19 - FY 21/22 will be immediately removed from funding for Del Norte County projects. (Source: *Rebuildingca.ca.gov*)
- 1,740 jobs in Del Norte County will be lost annually if Proposition 6 passes. (Source: *The Economic Impacts of Senate Bill 1 on California, American Road & Transportation Builders Association [ARTBA]*).
- Del Norte will have to revert to only emergency and safety projects because there will be no funding for maintenance or repair projects.
- Prior to Senate Bill 1, the California Transportation Commission had to cut and delay \$1.5 billion in projects from the State Transportation Improvement Program (STIP).

Del Norte County with SB 1 Funding Over Next 4 Years...

SB 1 Funding Allocated to Del Norte County			Total
#1	State Highways	\$	133,900,000
#2	State of Good Repair Program	\$	76,083
#3	State Transit Assistance - Redwood Coast Transit	\$	410,111
#4	Local Streets and Roads - County of Del Norte	\$	1,435,750
#5	Local Streets and Roads - Crescent City	\$	189,890
Total			\$ 136,011,834

Sources:

- #1 [Rebuildingca.ca.gov Project Map \(Full Project List\)](http://rebuildingca.ca.gov/project-map)
- #2 [State Controller's Office State of Good Repair Program Allocation Estimates](https://www.sco.ca.gov/ard_payments_transit_2017.html)
- #2 [State Controller's Office State of Good Repair Program Allocation Estimates](https://www.sco.ca.gov/ard_payments_transit_2017.html)
- #4 [State Department of Finance Revenue Projections-May 2018](http://www.californiacityfinance.com/LSR1805.pdf)
- #5 [State Department of Finance Revenue Projections-May 2018](http://www.californiacityfinance.com/LSR1805.pdf)

SB 1 Funding Available to Del Norte County

Direct Funding - 80%

LSRP, Local Streets and Roads Program

\$1.6 million in 2 years

Addresses unfunded road maintenance, rehabilitation, and critical safety projects
Invests in complete streets tailored to community needs and preferences

STIP, State Transportation Improvement Program

\$3.6 million in 2 years

Regional component – MPOs and RTP Agencies

SHOPP, State Highway Operation and Protection Program

\$4.2 billion Statewide

State of California's long-term highway rehabilitation program

Competitive Funding - 20%

Local Planning Grants

\$25 million

Intended to strengthen the economy, promote equity, and protect the environment

Transit Capital and Operations

\$355 million

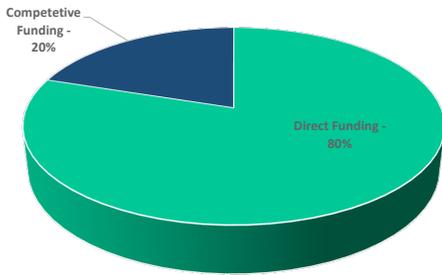
STA, State Transit Assistance Program

\$250 million

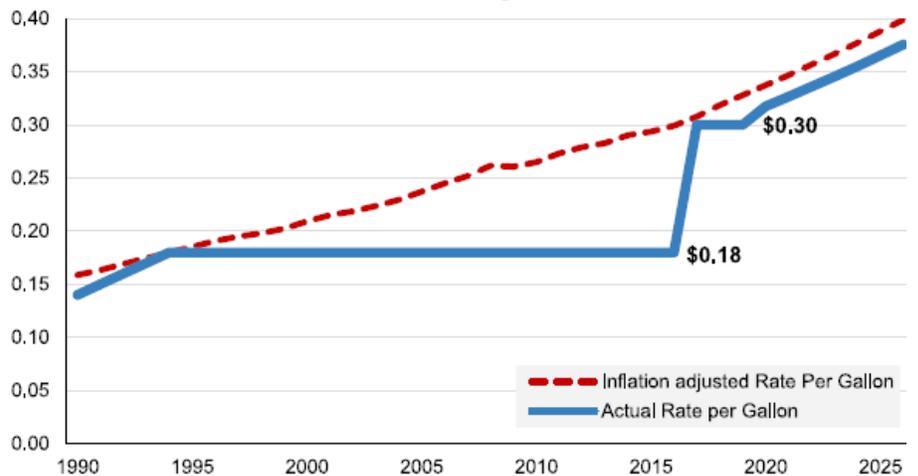
SGR, State of Good Repair Program

\$105 million

Source: Rebuildingca.ca.gov



SB 1 Restored Lost Purchasing Power for the Gas Tax



Statewide Impacts

Statewide Benefits of SB 1 over 10 Years

Roadway Improvements

Lane Miles	84,000
Roadway Miles	19,000
Urban Interstate Lane Miles	18,300
Rural Interstate Lane Miles	7,000

User Benefits **\$ 38,400,003,000**

Highway, Street & Bridge	\$ 23,800,000,000
Transit	\$ 14,600,000,000
*Per-Household Savings	\$ 3,000

Economic Impacts **\$ 144,400,682,029**

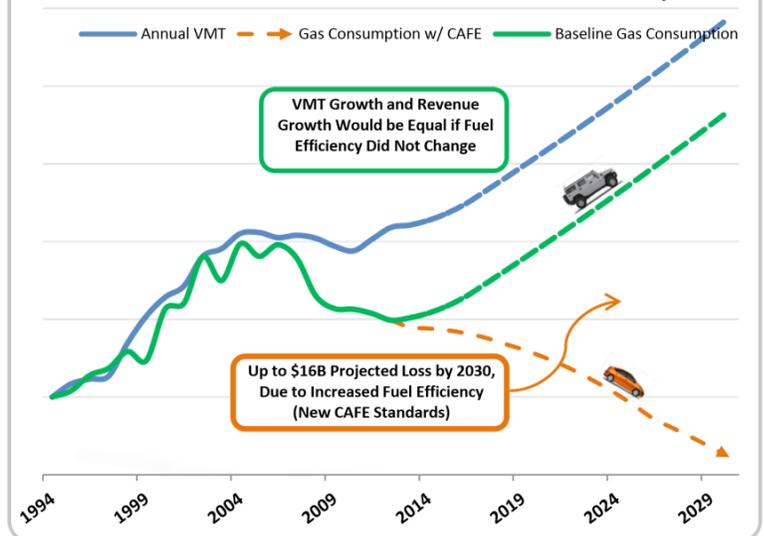
Economic Output	\$ 111,800,000,000
Earnings	\$ 32,600,000,000
Employment (jobs)	\$ 682,029

Total Impact **\$ 182,800,685,029**

*Household savings calculated based on system-wide savings of \$3.8 billion due to decreased congestion, less money spent on vehicle repairs, safer roads, and an improved infrastructure network.

Source: *The Economic Impacts of Senate Bill 1 on California*, American Road & Transportation Builders Association (ARTBA)

California: Revenue Loss Due to Increases in Fuel Economy



Rebuilding California

SENATE BILL 1 – COMPETITIVE FUNDING



SB 1 is a landmark transportation investment to rebuild California by fixing neighborhood streets, freeways and bridges in communities across California and targeting funds toward transit and congested trade and commute corridor improvements. SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports [13,000 jobs a year](#). SB 1 gets to work putting people to work to rebuild California.

- » SB 1 invests \$5.4 billion annually over the next decade to fix California's transportation system. It will address a backlog of repairs and upgrades, while ensuring a cleaner and more sustainable travel network for the future.
- » SB 1 funds will be protected under a constitutional amendment (ACA 5), which safeguards new dollars for transportation use only. ACA 5 will be on the ballot for voter approval in November 2018.



TRADE CORRIDOR ENHANCEMENT PROGRAM: \$300 MILLION ANNUALLY

- » For projects related to the routes and transportation infrastructure vital to California's trade and freight economy.
- » Goes to projects that will make:
 - › Improvements to highways so they can more efficiently handle and move freight
 - › Freight rail system improvements
 - › Enhancements to build up the capacity and efficiency of ports
 - › Truck corridor improvements, such as dedicated truck facilities or truck toll facilities
 - › Border access improvements
 - › Surface transportation, local roads and connector road improvements to help move goods from California's ports
- » **Funding:** Nominations by local agencies and the state.



STATE-LOCAL PARTNERSHIP PROGRAM: \$200 MILLION ANNUALLY

- » Supports the investment that local communities have made in their region through voter-approved transportation tax measures through matching funds.
- » Projects will include road maintenance and rehabilitation purposes and other transportation infrastructure improvements.
- » **Funding:** Allocated by the California Transportation Commission, who is proposing to award the funds:
 - › 50% on a competitive basis, to ensure smaller jurisdictions are able to compete
 - › 50% by formula



CONGESTED CORRIDORS PROGRAM: \$250 MILLION ANNUALLY

- » To projects from regional agencies and the state that will improve traffic flow and mobility along the state's most congested routes, while also seeking to improve air quality and health.
- » Goals for these projects include:
 - › Providing more transportation choices for residents, commuters and visitors
 - › Improving traffic flow and mobility, while improving air quality and taking on environmental/health challenges
 - › Caltrans and local or regional partners working together to find wide-reaching solutions
- » **Funding:** Nominations by local agencies and the state.



ACTIVE TRANSPORTATION: \$100 MILLION ANNUALLY

- » Goes to cities, counties and regional transportation agencies for bike lanes, pedestrian paths, sidewalks, safe routes to schools and other projects that help reduce reliance on cars
- » This extra funding represents an 83 percent boost above current funding for the program
- » **Funding:** Competitive funds, as under the current Active Transportation Program



TRANSIT CAPITAL AND OPERATIONS: MORE THAN \$700 MILLION ANNUALLY

SB 1 provides a significant infusion of funding for public transit, including formula-based and competitive funding, such as through the:

- » Intercity and Commuter Rail Funding
 - › New source of funding of more than \$45 million annually
 - › 50% of funding will go to agencies responsible for state-supported intercity rail services; 50% to commuter rail services
 - › **Funding:** Allocated by the California State Transportation Agency and guidelines under development
- » Transit and Intercity Rail Capital Program
 - › Goal is to modernize transit systems, increase ridership, reduce greenhouse gas emissions and improve safety
 - › This is an existing program but it will be able to expand with additional funding of \$250 million annually
 - › **Funding:** Awarded by the California State Transportation Agency through Competitive grants



LOCAL PLANNING GRANTS: \$25 MILLION ANNUALLY

- » To assist regions with developing and updating their Regional Transportation Plans and Sustainable Community Strategies
- » Caltrans is in the process of developing guidelines for these grants
- » **Funding:** Competitive Grants