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# California Legislature

## SENATE COMMITTEE ON TRANSPORTATION

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COMMITTEE SECRETARY  
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SB 1 UPDATE HEARING  
February 11, 2020  
State Capitol, Room 4203

- I. **Opening Remarks**
  - Honorable Senator Beall
  
- II. **State Agencies: CALSTA, Caltrans, California Transportation Commission, Caltrans Inspector General**
  - California State Transportation Agency: David Kim, Secretary
  - California Department of Transportation: Toks Omishakin, Director
  - California Transportation Commission: Mitchell Weiss, Executive Director
  - California Department of Transportation Independent Office of Audits and Investigations: Rhonda Craft, Inspector General
  
- III. **Local Agencies: Cities, Counties, Self-Help Counties**
  - League of California Cities: Gordon McKay, Public Works Director
    - City of Stockton
  - League of California Cities: Rene Guerrero, Public Works Director
    - City of Pomona
  - California State Association of Counties: Vito Chiesa, Former CSAC President and current Stanislaus County Supervisor
  - Self Help Counties: Suzanne Smith, Executive Director of The Sonoma County Transportation Authority
  
- IV. **Contractors and Labor**
  - Transportation California: Kiana Valentine, Executive Director
  
- V. **Public Comment**

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### SB 1 UPDATE HEARING February 11, 2020 State Capitol, Room 4203 Background

The Road Repair and Accountability Act of 2017 (SB 1), helped address the crisis in transportation funding by providing significant, sustained and constitutionally protected transportation revenue. SB 1 provides roughly \$5.4 billion annually in new transportation revenues for road and transit repair and maintenance, split 50/50 between the state and local governments. SB 1 includes specific performance commitments for improvements to the state highway system including that by the end of 2027, not less than 98% of pavement on the state highway system shall be in good or fair conditions, not less than 90% of culverts in good or fair condition, and not less than an additional 500 bridges repaired.

In addition to new funding SB 1 provides for improved accountability. The California Transportation Commission (CTC) has enhanced oversight of Caltrans, including ensuring that Caltrans meets its performance commitments. SB 1 also established a new department of the Independent Office of Audits and Investigations headed by a term-appointed, and Senate confirmed, Inspector General. In addition, Caltrans is required to develop at least \$100 million annually in new efficiencies, which will be documented and audited by the Inspector General.

Accountability is fostered by transparency; the public deserves to know that the SB 1 funding is being put to use in a timely and efficient way. Caltrans and the CTC have been regularly reporting on their activities, as have local governments. In this hearing the state agencies, and representatives of local agencies, will share their actions and results so that the public can judge whether their funding has been spent efficiently and consistently with SB 1.

While California did its part to provide funding to improve our transportation infrastructure, the federal government has not. Federal gas taxes have not been raised in more than 25 years. There are signs that this may be changing. In January, the House Transportation and Infrastructure Committee released its framework for significant new infrastructure investment. If this becomes law, it will provide a significant funding boost for our roads, transit agencies and rail lines.