

CALIFORNIA LEGISLATURE

STATE CAPITOL
SACRAMENTO, CALIFORNIA
95814

SENATE TRANSPORTATION COMMITTEE INFORMATIONAL HEARING: SB 1 UPDATE FEBRUARY 26, 2019 BACKGROUND

The Road Repair and Accountability Act of 2017, otherwise known as Senate Bill 1 (hereinafter SB1), helped address the crisis in transportation funding by providing significant, sustained and constitutionally-protected transportation revenue for transportation system repair and maintenance through increased taxes and fees. Having been supported by voters this past November with the defeat of Proposition 6, which would have repealed those tax and fee increases, efforts can now focus on delivering the benefits promised in SB 1.

SB 1 provides roughly \$5 billion annually in new transportation revenues for road and transit repair and maintenance, split 50/50 between the state and local governments. The Act includes performance expectations for improvement to state highways such that by the end of 2027, not less than 98% of pavement on the state highway system shall be in good or fair condition, not less than 90% of culverts in good or fair condition, and not less than an additional 500 bridges will be repaired. While SB 1 creates several new innovative programs, most SB 1 funding goes towards existing repair and maintenance programs.

In addition to new funding, SB 1 also provides for improved accountability. Much of this responsibility lies with the California Transportation Commission, which oversees several new programs as well as provides enhanced oversight over some of Caltrans existing programs. SB 1 also provided for a new department of the Independent Office of Audits and Investigations, headed by a term-appointed Inspector General, whose duty is to ensure that transportation funds are spent efficiently and effectively.

With the enactment of SB 1, California has substantial new financial resources to rebuild our transportation infrastructure. That rebuilding has begun in virtually every county and city in this state.