



# Road Repair and Accountability Act of 2017

- California’s highway and bridge repair and rehabilitation backlog is more than \$6 billion annually
- California ranks 45th nationally in overall highway condition
- As recently as 2016, 41% of the highways and pavement in California require rehabilitation, replacement or preventative maintenance
- More than 500 bridges in California currently require major repair and nearly 400 of them are considered “structurally deficient” according to the Federal Highway Administration (FHWA)
- There’s a price to be paid for neglect. California’s crumbling roads cost drivers \$762 each year in vehicle repairs
- California has not increased funding for transportation in 23 years. As a result, road repairs now receive only 50% of the funding they did back in 1994
- Other states have acted, since just 2013, nineteen other states – governed by Republicans and Democrats – have acted to increase funding for transportation
- This proposal is the largest investment in the state’s history to fix roads and invest in transportation improvements, including public transit
- The revenue will be constitutionally protected so that funds raised must go toward transportation; revenue will come from a mixture of funding sources

<b>STATEWIDE INVESTMENT PROGRAMS (50%)</b>	
Fix-it-First Highways	\$15 billion
Bridge and Culvert Repair	\$4 billion
Trade Corridor Investments	\$3 billion
Solutions for Congested Commute Corridors	\$2.5 billion
Parks Funding for Ag, Off-Highway Vehicle & Boating	\$800 million
STIP (State Share)	\$275 million
Freeway Service Patrol	\$250 million
California Public Universities Transportation Research	\$70 million
<b>Local or Regional Investment Programs (50%)</b>	
Fix-it-First Local Roads	\$15 billion
Transit Capital and Operations	\$7.5 billion
Local Partnership Funds	\$2 billion
Active Transportation Program Bicycle and Pedestrian Investments	\$1 billion
STIP (Local Share)	\$825 million
Local Planning Grants	\$250 million
<b>TOTAL</b>	<b>\$52.4 billion</b>

**This Proposal will Strengthen the Economy, Expand Trade and Create Good-Paying Jobs in California**



# Road Repair and Accountability Act of 2017

- About two-thirds of the new revenue generated is from fuel taxes paid by drivers as they use the roads
- The proposal ends the annual Board of Equalization Gas Excise “tax swap” adjustment that has varied from 9.8-21.5 cents in recent years. The rate will be adjusted prospectively by the Consumer Price Index
- The adjustment will stabilize available funding going forward
- About one-third of the new funding will come from a Transportation Improvement Fee on vehicles
- The Transportation Improvement Fee, which is based on the value of the vehicle, combined with the Gas Excise Tax equates to less than \$10 a month for most car owners
- Zero-Emission Vehicle Fees (ZEV fee) will pay \$100 annually starting July 1, 2020 so the expanding fleet of ZEVs will pay a portion for their use of the roads. Gasoline-Electric hybrid vehicles (partial ZEVs) are excluded from this fee

<b>10-Year Revenue by Type</b>	
<b>Fuel Taxes</b>	
Gas Excise	\$24.4 billion
Diesel Excise	\$7.3 billion
Diesel Sales	\$3.5 billion
<b>Vehicle-Based Fees</b>	
Value-Based Transportation Improvement Fee	\$16.3 billion
ZEV Fee Commencing in 2020	\$.2 billion
<b>One-Time Repayment of Transportation Loans</b>	
Repaying Outstanding Loans from General Fund	\$706 million
<b>TOTAL</b>	<b>\$52.4 billion</b>

**This Proposal will Strengthen the Economy, Expand Trade and Create Good-Paying Jobs in California**