**SB 1: Road Repair and Accountability Act of 2017 and Prop 69**

**Talking Points**

**Local Streets and Roads Funding:**

* SB 1 enables cities and counties to **address significant maintenance, rehabilitation and safety needs** on the local street and road system.
* SB 1 generates **more than $5 billion annually for state and local transportation improvements**. Cities and counties are slated to receive $1.5 billion annually at full implementation of SB 1 (in 2020).
* SB 1 provides **funding for every community** to rehabilitate, repair, and maintain local streets and roads, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce traffic congestion and increase mobility options including bicycle and pedestrian facilities. On top of that, Caltrans will receive $1.5 billion to repair freeways statewide.
	+ Describe the projects now possible your city/county because of SB 1. Be specific about the streets that are being fixed, how many potholes are being filled, etc.
	+ In (name of city/county), we expect to receive $XXX over 10 years.
* SB 1 gives cities and counties **an opportunity to catch up** on years of unfunded maintenance needs that have plagued our roadways and cost drivers for years.
	+ For example, (list examples of projects that have been on the back burner due to lack of funding).
* SB 1 funding allows cities and counties to **accelerate** **the delivery of projects** that have been in waiting for too long. Our goal is to maintain roads and address small problems immediately, so they don’t get worse and cost more to fix later.
* City/county has already identified their list of projects that will benefit from SB 1 and will begin working on those projects in 2018. A list can be found on XX website.
	+ Again, describe the projects on that list. You can highlight two or three of the most well-known projects.
* SB 1 includes **historic accountability and transparency measures**. Cities and counties publicly adopt project lists at the start of every fiscal year and provide year-end reporting on completed projects.
* **Other accountability provisions ensure** these funds go only for transportation purposes. The money cannot be diverted for non-transportation use.
	+ In fact, voters will be asked to vote on Prop 69 in June 2018 to solidify the revenue protections into our state constitution.

**SB 1 Overall:**

* Californians currently pay $739 per year in additional vehicle repair costs because of the poor condition of our roads.
* **SB1 will generate more than $50 billion over the next decade**, split between state and local roads, highways, and transit systems.
* **SB 1 will result in nearly $183 billion in economic activity and driver benefits** throughout California.
* This is a game changer for our city/county. **We haven’t seen an investment in transportation like this in more than two decades.**
* California’s roadways wear significantly due to high traffic, lots of heavy freight, weather, and aging, so our focus is on maintenance and rehabilitation of the existing system that will provide Californians with a transportation system that is safe, sustainable and efficient.
* SB 1 includes competitive funding for congested road and highway segments and trade corridors and provide $100 million annually for the Active Transportation Program, which encourages active modes of transportation like biking and walking.
* Investing in our infrastructure means **safer roads** for California drivers and tens of thousands of **good paying jobs fixing our roads.**
	+ **SB 1 will create or support over 680,000 jobs** in over 10 years, resulting in $**33 billion in additional earnings over 10 years.**
* Total user benefits of SB 1 will average $3.8 billion per year in savings for California drivers, transit riders and businesses—an **annual savings of nearly $300 per California household**.
* SB 1 will support the **repair, repaving and reconstruction of over 84,000 lane miles** on nearly 19,000 miles of roadway, including work on more than 18,300 lane miles of urban interstate, and 7,000 lane miles of rural interstate over 10 years to help ease traffic congestion.
* **Better roads mean safer roads**, adding up to $584 million in additional safety benefits, including reduced costs from highway crashes, fatalities and property damage.
	+ According to the National Highway Traffic Safety Administration, poor roadways were a contributing factor in more than half of the 3,623 roadway fatalities on California roads in 2016.
* **Operating costs for drivers will decrease by an average of $818 million** per year, or $8.2 billion over the next 10 years.
* Additional investment under SB 1 enables the **replacement of an additional 556 state and local bridges resulting in 387 fewer structurally deficient or functionally obsolete bridges** across the state.

**Prop 69 Overall:**

* Prop 69 is a June ballot measure that would **prohibit the Legislature from diverting new transportation funds** to ensure they can only be used for transportation projects.
* It would extend constitutional protections to the new revenues generated by SB 1 that aren’t currently protected to **guarantee those funds can only be used for transportation improvement purposes.**
* **Prop 69 will not raise taxes** and protects the transportation taxes and fees we are already paying through SB 1.

**If asked about ballot measure:**

* Yes, it appears there could be a November 2018 ballot measure in California to repeal SB 1.
* We won’t know for sure if it will be on the ballot until the spring of 2018.
* There is also a coalition of organizations including business, labor, local government, and the construction industry supporting Prop 69 and opposed to the SB 1 repeal.
* Here in city/county, if SB 1 is repealed, it would be canceling XX projects, laying off XX staff members, and other implications to your community.
* And SB 1 includes strict accountability provisions to ensure the funding only goes for transportation projects.

**Background on critical need for investment:**

* The 2016 California Statewide Local Streets and Roads Needs Assessment found that the condition of local streets and roads on average was “at risk” meaning that without an infusion of new funding, the **infrastructure was on its way to failure**.
* **California roads continue to rank in the top 10 worst in the country**. For too long we’ve underinvested in our transportation network and SB 1 helps ensure Californians are driving on safe roads.
	+ [American Society of Civil Engineers 2016 report](http://247wallst.com/special-report/2016/10/21/states-with-the-worst-roads/10/)
	+ [Business Insider 2017 report](http://www.businessinsider.com/states-worst-roads-2017-6/#5-new-jersey-39065-miles-of-public-roads-with-38-in-poor-condition-4)
* **Local streets and roads face a funding** **shortfall of $73 billion** to bring the system into a state of good repair. Caltrans also faces a $57 billion backlog in deferred maintenance.
* A total of **25% of California bridges show significant deterioration** and need to be repaired or replaced.
* **For Local Streets and Roads alone, kicking the can down the road would have increased costs by another $20 billion in just another 10 years.**