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# California Proposition 69, Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment (June 2018)

**California Proposition 69, the Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment**, is on the ballot in California as a legislatively referred constitutional amendment on June 5, 2018.<sup>[1]</sup>

A **"yes"** vote supports this amendment to:

- require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by Senate Bill 1 (SB 1), be used for transportation-related purposes; and
- exempt revenue generated by SB 1's tax increases and fee schedules from the state appropriations limit.

A **"no"** vote opposes this amendment to:

- require that revenue from the diesel sales tax and Transportation Improvement Fee, as enacted by Senate Bill 1 (SB 1), be used for transportation-related purposes; and
- exempt revenue generated by SB 1's tax increases and fee schedules from the state appropriations limit.

## California Proposition 69: Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment



**Election date**

June 5, 2018

**Topic**

State and local government budgets, spending and finance and Transportation

## Overview

### Amendment and Senate Bill 1

Proposition 69 was part of a legislative package that included Senate Bill 1 (SB 1).<sup>[1]</sup> Without SB 1, Proposition 69 would not affect anything. SB 1, which was also known as the Road Repair and Accountability Act of 2017, enacted an estimated \$5.2 billion-a-year increase in transportation-related taxes and fees, including a \$0.12 cents per gallon increase of the gasoline excise tax, a \$0.20 cents per gallon increase of the diesel

excise tax, a 4 percentage points increase of the diesel sales tax, an annual \$25 to \$100 Transportation Improvement Fee, and an annual \$100 zero-emission vehicles fee.<sup>[2][3]</sup>

## Status

*On the ballot*

Proposition 69 would require that revenue from the diesel sales tax and Transportation Improvement Fee (TIF) be dedicated for transportation-related purposes. As of 2018, the state constitution prohibited the legislature from using gasoline excise tax revenue or diesel excise tax revenue for general non-transportation purposes. The amendment would require the diesel sales tax revenue to be deposited into the Public Transportation Account, which was designed to distribute funds for mass transportation and rail systems. Proposition 69 would require the TIF revenue be spent on public streets and highways and public transportation systems. Although SB 1 requires revenue from the zero-emission vehicles fee to be placed in the Road Maintenance and Rehabilitation Account, Proposition 69 does not contain a provision creating a constitutional mandate for zero-emission vehicles fee revenue.<sup>[1][2]</sup>

Type	Origin
Constitutional amendment	State legislature

Proposition 69 would make revenue from SB 1's tax increases and fee schedules exempt from the state appropriations limit, also known as the Gann Limit.<sup>[1]</sup> In other words, the revenue would not count toward the limit. The Gann Limit prohibits the state government and local governments from spending revenue in excess of per-person government spending in fiscal year 1978-1979, with an adjustment allowed for changes in the cost-of-living and population. Amendments were made to the Gann Limit in 1988 and 1990, modifying the formula and requiring half of the excess revenue to be distributed to public education and the other half to taxpayer rebates. Rejecting the constitutional amendment would make SB 1's revenue subject to the Gann Limit. As of 2018, the Gann Limit had been exceeded just once in 1987.<sup>[4]</sup>

## Vote in the state legislature

The constitutional amendment was referred to the ballot box with support from just two legislative Republicans—Rep. Baker and Sen. Cannella. Just one Republican—Sen. Cannella—voted for SB 1. The constitutional amendment required a two-thirds vote in both chambers of the California State Legislature. Democrats, controlling two-thirds of the seats in both chambers, were united in voting to refer the amendment.<sup>[1]</sup>

## Text of the measure

### Ballot title

The ballot title is as follows:<sup>[5]</sup>

“ Requires That Certain New Transportation Revenues Be Used for Transportation Purposes. Legislative Constitutional Amendment.<sup>[6]</sup> ”

### Ballot summary

The ballot summary is as follows:<sup>[5]</sup>

- “
- Requires that revenues generated by a 2017 transportation funding law, through a certain vehicle license fee and diesel sales tax, be used only for transportation purposes, including public transportation. Generally prohibits the Legislature from diverting those funds to other purposes.
  - Prohibits revenue from new vehicle license fees from being used to repay general obligation bond debt.
  - Exempts new revenues from state and local spending limits.<sup>[6]</sup>
- ”

## Fiscal impact statement

The fiscal impact statement is as follows:<sup>[5]</sup>

- “
- No direct effect on the amount of state and local revenues or costs, as the measure does not change existing tax and fee rates.
  - The measure could affect how some monies are spent by ensuring that revenues from recently enacted taxes and fees continue to be spent on transportation purposes.
  - The measure would put the state a little further below its constitutional spending limit.<sup>[6]</sup>
- ”

## Constitutional changes

*See also: Article XIII B and Article XIX A of the California Constitution*

The measure would add a Section 15 to Article XIII B and amend Section 1 of Article XIX A of the California Constitution. The measure would also add a new Article XIX D to the constitution. The following underlined text would be added:<sup>[1]</sup>

(b) The revenues described in subdivision (a) shall not be used for the payment of principal and interest on state transportation general obligation bonds that were authorized by the voters on or before November 8, 2016, nor shall those revenues be used for payment of principal and interest on state transportation general obligation bond acts approved by the voters after that date, unless the bond act expressly authorizes that use.

(c) Except as provided in Sections 16310 and 16381 of the Government Code, as those sections read on January 1, 2018, the Legislature shall not borrow the revenues described in subdivision (a), and shall not use these revenues for purposes, or in ways, other than as authorized in subdivisions (a) or (b).<sup>[6]</sup>

## Readability score

*See also: Ballot measure readability scores, 2018*

Using the Flesch-Kincaid Grade Level (FKGL) and Flesch Reading Ease (FRE) formulas, Ballotpedia scored the readability of the ballot title and summary for this measure. Readability scores are designed to indicate the reading difficulty of text. The Flesch-Kincaid formulas account for the number of words, syllables, and sentences in a text; they do not account for the difficulty of the ideas in the text. The California attorney general wrote the ballot language for this measure.

The FKGL for the ballot title is grade level 17.5, and the FRE is -18. The word count for the ballot title is 14, and the estimated reading time is 3 seconds.

For the 2017 ballot, the average ballot question required 20 years of U.S. formal education (graduate school-level of education) to read and comprehend, according to the FKGL formula. During the 10-year period from 1997 to 2007, political scientists Shauna Reilly and Sean Richey found that average California ballot title score was equivalent to 13 years of U.S. formal education.

## Support

### Supporters

#### Officials

The following officials sponsored the amendment in the legislature:<sup>[1]</sup>

- Sen. Josh Newman (D-29)
- Rep. Jim Frazier (D-11)
- Rep. Kevin Mullin (D-22)
- Rep. Evan Low (D-28)
- Rep. Miguel Santiago (D-53)
- Rep. Todd Gloria (D-78)

#### Parties

- California Democratic Party<sup>[7]</sup>

#### Organizations

- California Chamber of Commerce<sup>[8]</sup>

### Arguments

**Sen. Josh Newman** (D-29), one of the amendment's authors, said:<sup>[9]</sup>

“ Given the urgency of the transportation and infrastructure repair backlog before California, and the additional burden we are asking the state’s taxpayers to take on to address it now, it is essential that we provide Californians with a very clear assurance that these new revenues will be spent only on repairing our aging infrastructure, reducing congestion, and otherwise supporting transportation improvements that foster economic development across the state – in urban, suburban, and rural areas alike. ACA 5 provides voters with the important assurance that their hard-earned money will be spent in a responsible and fiscally prudent manner.<sup>[6]</sup> ”

#### Official arguments

**Warren Stanley**, commissioner of the California Highway Patrol, **Helen Hutchison**, president of the League of Women Voters of California, and **Allan Zaremborg**, president of the California Chamber of Commerce, wrote the official argument in support of Proposition 69 found in the state's voter guide:<sup>[5]</sup>

YES ON 69: PREVENT THE LEGISLATURE FROM REDIRECTING TRANSPORTATION REVENUES AND ENSURE THEY CAN ONLY BE USED TO FUND TRANSPORTATION IMPROVEMENTS.

YES on 69 ensures existing transportation revenues we pay at the pump and when we register our vehicles can ONLY be used for road and transportation improvement projects. Proposition 69 constitutionally protects these funds by prohibiting the legislature from using these revenues for non-transportation purposes.

And YES on 69 won't raise taxes one cent.

YES ON 69 REQUIRES TRANSPORTATION FUNDS BE SPENT ON PRIORITIES LIKE  
FIXING LOCAL ROADS, HIGHWAYS, BRIDGES AND OTHER TRANSPORTATION

## Opposition

### Opponents

- Sen. John Moorlach (R-37)<sup>[5]</sup>
- Rep. Frank Bigelow (R-5)<sup>[5]</sup>

### Arguments

#### Official arguments

**Sen. John Moorlach** (R-37) and **Rep. Frank Bigelow** (R-5) each wrote an official argument against the measure found in the state's voter guide:<sup>[5]</sup>

## Campaign finance

*See also: Campaign finance requirements for California ballot measures*

As of March 21, 2018, there were no ballot measure committees registered in support of the measure or in opposition to the measure.<sup>[12]</sup>

## Reporting dates

In California, ballot measure committees file a total of four campaign finance reports in 2018. The filing dates for reports are as follows:<sup>[13]</sup>

<b>Campaign finance reporting dates for June 2018</b> [hide] <b>ballot</b>		
Date	Report	Period
1/31/2018	Annual Report for 2017	1/01/2017 - 12/31/2017
4/26/2018	Report #1	1/01/2018 - 4/21/2018
5/24/2018	Report #2	4/22/2018 - 5/19/2018
7/31/2018	Report #3	5/20/2018 - 6/30/2018
1/31/2019	Annual Report for 2018	1/01/2018 - 12/31/2018

### Total campaign contributions<sup>[10]</sup>

as of March 21, 2018<sup>[11]</sup>



Support:

\$0.00



Opposition:

\$0.00

## Media editorials

### Support

- **The Sacramento Bee** said, "Yes. The 12-cent gas tax increase passed last year by California lawmakers was the first in 23 years, and, gauging from the number of potholes in need of filling, it was way overdue. This companion measure would ensure that \$5 billion in new revenue only gets spent on transportation projects. While most transportation revenue is already constitutionally earmarked, some of the new funding falls outside those protections, so this is just common-sense cleanup, endorsed by a long list of good government groups."<sup>[14]</sup>

### Opposition


Ballotpedia did not find any media editorial boards opposing Proposition 69. If you are aware of an editorial, please email it to [editor@ballotpedia.org](mailto:editor@ballotpedia.org).

## Background

### Senate Bill 1

California State Legislature

Senate Bill 1 (SB 1), also known as the Road Repair and Accountability Act of 2017, was passed on April 6, 2017. The California State Senate voted 27 to 11 with two members not voting; 27 votes were required to pass the bill. Democrats controlled 27 seats in the state Senate. Sen. Steve Glazer (D-7) joined Republicans in opposing SB 1, but Sen. Anthony Cannella (R-12) joined Democrats in passing the bill, allowing the bill to pass with 27 votes. The California State Assembly voted 54 to 26 to pass the legislation; 54 votes were required. Democrats controlled 55 seats in the state Assembly. One Democrat, Rep. Rudy Salas (D-32), joined Republicans in opposing the bill, leaving Democrats with 54 votes needed to pass SB 1.<sup>[2]</sup> Gov. Jerry Brown (D) signed the legislation into law on April 28, 2017.<sup>[15]</sup>

Vote in the California State Senate April 6, 2017				Vote in the California St April 6, 201	
<b>Requirement:</b> Two-thirds (66.67 percent) vote of all members in each chamber				<b>Requirement:</b> Two-thirds (66.67 percent) chamber	
Number of yes votes required: 27 				Number of yes votes req	
	Yes	No	Not voting		Yes
Total	27	11	2	Total	54
Total percent	67.50%	27.50%	5.00%	Total percent	67.50%
Democrat	26	1	0	Democrat	54
Republican	1	10	2	Republican	0

## Revenue

SB 1 increased the following transportation-related taxes and fees on November 1, 2017:<sup>[2][16]</sup>

- Increased the gas tax \$0.12 cents per gallon, from \$0.297 cents per gallon to \$0.417 cents per gallon.
- Increased the diesel fuel tax \$0.20 cents per gallon, from \$0.16 cents per gallon to \$0.36 cents per gallon.
- Increased the sales tax on diesel fuels by an additional 4 percentage points, from 9 percent to 13 percent.

SB 1 created a new annual Transportation Improvement Fee (TIF) based on the market value of a vehicle. The fee went into effect on January 1, 2018. The fee rate was scheduled as follows:<sup>[2]</sup>

- \$25 per year for vehicles with a market value of \$0-\$4,999;
- \$50 per year for vehicles with a market value of \$5,000-\$24,999;
- \$100 per year for vehicles with a market value of \$25,000-\$34,999;
- \$150 per year for vehicles with a market value of \$35,000-\$59,999; and
- \$200 per year for vehicles with a market value of \$60,000 or higher.

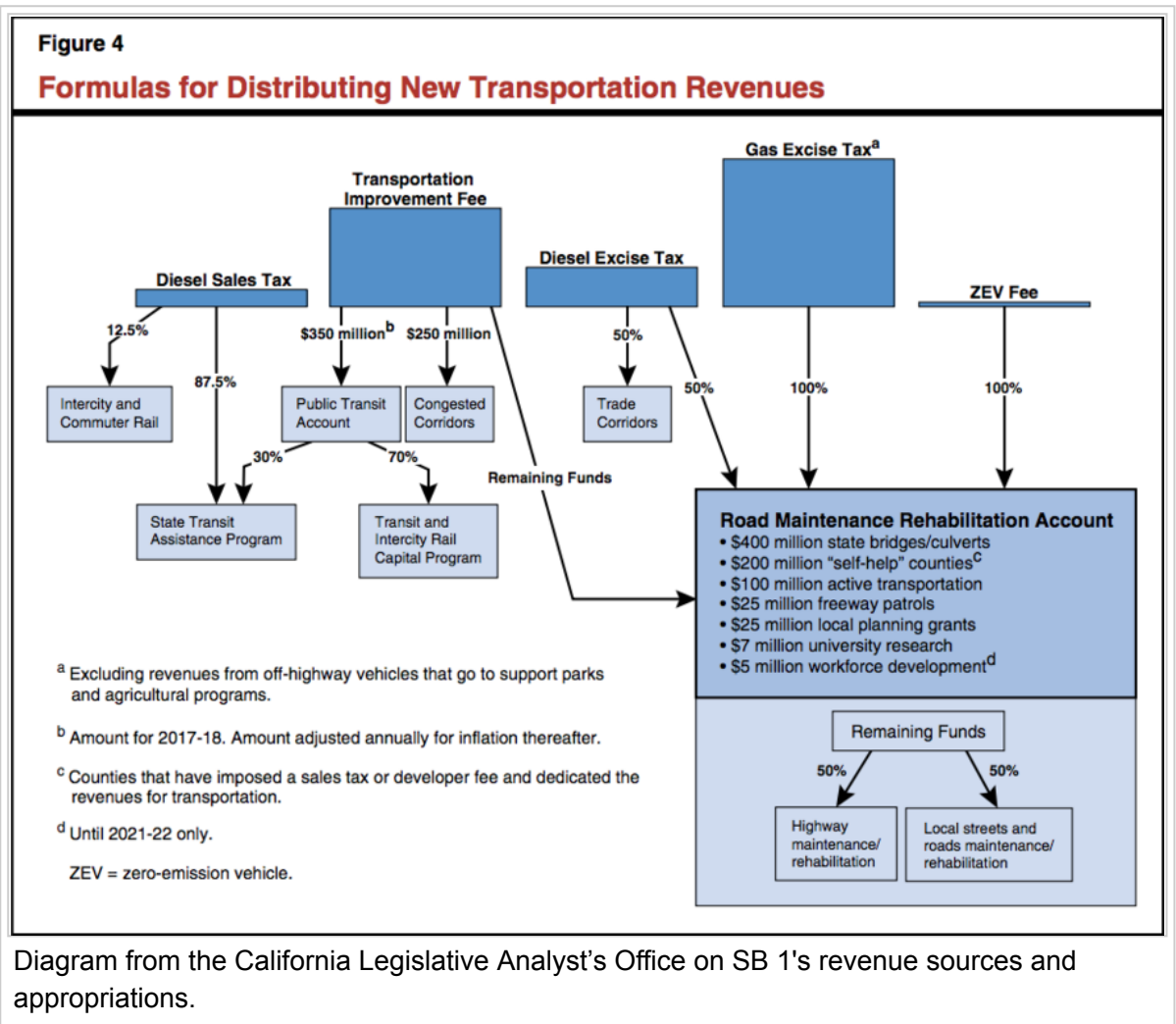
SB 1 enacted an annual \$100 per vehicle fee for owners of zero-emission vehicles (ZEV) model years 2020 or later starting in 2020.<sup>[2]</sup>

Other than the diesel sales tax, SB 1 was designed to adjust the tax and fee rates based on annual changes in the California Consumer Price Index (CPI).<sup>[2]</sup>

## Funds

According to the California Senate Appropriations Committee, SB 1 is expected to generate an estimated \$5.2 billion a year or \$52.4 billion between 2017 and 2027.<sup>[2][3]</sup>

## Road



## Maintenance and Rehabilitation Program

SB 1 created the Road Maintenance and Rehabilitation Program (RMRP), which is expected to receive an estimated \$3.24 billion a year. The RMRP was designed to receive revenue from the gasoline excise tax, excluding revenue from gasoline for off-road vehicles, half of the diesel excise tax (\$0.10), the zero-emission vehicles fee, and revenue over \$600 million from the Transportation Improvement Fee. The bill required RMRA funds to be distributed as follows:<sup>[2][3]</sup>

- \$400 million to maintain and repair state bridges and culverts;
- \$200 million to counties with voter-approved taxes and fees for transportation improvements;
- \$100 million to the Active Transportation Program, which is tasked with bicycling and pedestrian improvement projects;
- \$25 million to the freeway service patrol program to remove disabled vehicles from freeways;



- \$25 million for local and regional transportation planning grants; and
- \$7 million for transportation research;
- \$5 million for transportation-related workforce education, training, and development.

Following the distribution of the \$762 million in revenue listed above, the remaining \$2.48 million in estimated RMRP funds would be divided 50-50 between maintenance of the state highway system and maintenance of local streets.<sup>[2][3]</sup>

## Trade Corridor Enhancement Account

SB 1 was designed to deposit half of the diesel excise tax (\$0.10) into the Trade Corridor Enhancement Account (TCEA) to fund corridor-based freight projects. TCEA is expected to receive an estimated \$310 million per year.<sup>[2][3]</sup>

## Solutions for Congested Corridors Program

The Solutions for Congested Corridors Program (SCCP) was designed to receive \$250 million per year from the Transportation Improvement Fee. SB 1 requires SCCP to distribute funds to projects that address transportation, environmental, and community access improvements within highly congested-travel corridors throughout the state.<sup>[2][3]</sup>

## Transit and Intercity Rail Capital Program

SB 1 provides the Transit and Intercity Rail Capital Program (TIRCP) with 70 percent of \$350 million from the Transportation Improvement Fee. TIRCP is a competitive grant program that awards funding for transit and rail capital projects.<sup>[2][3]</sup>

## State Transit Assistance Program

SB 1 was designed to provide the State Transit Assistance Program (STAP) with 30 percent of \$350 million from the Transportation Improvement Fee and 87.5 percent of the revenue from the diesel sales tax for about \$430 million a year. STAP provides funding for transit operators.<sup>[2][3]</sup>

## Intercity and Commuter Rail

SB 1 created a new stream of revenue for intercity rail operations and projects from 12.5 percent of the diesel sales revenue tax for a total of about \$44 million per year.<sup>[2][3]</sup>

## Department of Parks and Recreation and Department of Food and Agriculture

The bill was designed to distribute revenue from the gas tax increase received from off-highway vehicles and boats to the state Department of Parks and Recreation and revenue from the gas tax increase received from agricultural vehicles to the state Department of Food and Agriculture.<sup>[2][3]</sup>

## Reactions

### Democratic leadership

- Gov. Jerry Brown (D), upon signing the bill, said, "Safe and smooth roads make California a better place to live and strengthen our economy. This legislation will put thousands of people to work."<sup>[17]</sup>
- Senate President Kevin de León (D-24) praised the legislation, saying, "Today, after decades of inaction, the legislature approved a fiscally responsible plan to address our decrepit transportation infrastructure. This bipartisan compromise includes strict accountability measures and closes our massive transportation funding shortfalls — without burdening future generations with debt."<sup>[18]</sup>

- Speaker of the Assembly Anthony Rendon (D-63) stated, "Supporting SB 1 required a combination of common sense, political courage, and concern for the Californians who drive on our roads and bridges."<sup>[19]</sup>

## Republican leadership

- Assembly Minority Leader Chad Mayes (R-42), critical of the bill, stated, "Gov. Brown and Capitol Democrats just gave us the largest gas tax increase in state history — a deal so bad they needed \$1 billion in pork to buy the votes to pass it. California deserves better."<sup>[19]</sup>
- Senate Minority Leader Patricia Bates (R-36) said, "It didn't have to be this way. Senate Republicans put forth our own transportation plan that would have provided \$7.8 billion for our crumbling roads without raising taxes. Instead, drivers will be paying more to fund not just road repairs that could have been paid for with existing dollars, but also other projects such as bike trails and potentially high-speed rail. Californians deserve better."<sup>[20]</sup>
- Senate Minority Caucus Chair Tom Berryhill (R-8) said, "A few weeks ago, Sacramento politicians went into a backroom to cook up a sharp increase in vehicle registration fees and the largest gas tax increase in state history, sticking it to working-class Californians and just about everyone living outside of the Bay Area or Los Angeles. Gas taxes disproportionately hurt lower-income drivers, who have less money to spend on more expensive gas."<sup>[21]</sup>

## Initiatives to repeal SB 1

Rep. Travis Allen (R-72), a candidate for governor in 2018, proposed an initiative to repeal most sections of Senate Bill 1 (2017). He paused the campaign while a court battle ensued over the initiative's ballot language, which Attorney General Becerra (D) had written. The court case wasn't resolved until December 2017 and the court ruling sided with the attorney general's office.<sup>[22]</sup> Citing the legal dispute, Rep. Allen said the initiative failed to collect enough signatures. He said he would support the other initiative to repeal SB 1.<sup>[23]</sup>

John Cox, a businessman running for governor, is also a part of an initiative campaign to overturn the gas tax and fees increase. The two campaigns are different. Rep. Allen's initiative is a state statute, requiring 365,880 signatures. The initiative campaign that Cox is involved in was started by Carl DeMaio's group Reform California and is a constitutional amendment, requiring 585,407 signatures. Whereas Rep. Allen's initiative was designed to repeal most sections of SB 1, Reform California's initiative would require majority voter approval for the state legislature to impose, increase, or extend a tax on gasoline, diesel fuel, or the operation of a vehicle or trailer coach on public highways after January 1, 2017. The initiative would both repeal SB 1 and require voter approval of future vehicle-related gas and fee increases.<sup>[24][25]</sup>

## Recall of Sen. Josh Newman

The vote on Senate Bill 1 led to a recall attempt against Sen. Josh Newman (D-29). He was elected to represent District 29 in 2016, when he defeated Republican Assemblywoman Ling Ling Chang by 2,498 votes. The recall attempt was launched on April 19, 2017.<sup>[26]</sup> Supporters of the recall effort needed to collect 63,593 signatures by October 16, 2017, to move the recall forward.<sup>[27]</sup> On August 18, 2017, recall proponents had gathered enough signatures to trigger an election against Newman.<sup>[28]</sup> On January 8, 2018, the governor announced a recall election for June 5, 2018.<sup>[29]</sup>

## Gann Limit

The measure would exempt from the state appropriations limit, also known as the Gann Limit, the appropriation of revenue from Senate Bill 1's tax increases and fee schedules.<sup>[1]</sup>

The Gann Limit prohibited the state government and local governments from spending revenue in excess of per-person government spending in fiscal year 1978-1979, with an adjustment allowed for changes in the cost-of-living and population. Voters approved the Gann Limit in 1979. The Gann Limit allowed governments to exceed the appropriations limit for paying off debts from voter-approved bonds; otherwise, governments were required to revise tax rates and fee schedules within the following two fiscal years to return the revenue to taxpayers.<sup>[30]</sup> In 1988, voters amended the Gann Limit via Proposition 98, requiring that some of the excess revenue (equal to 4 percent of the minimum school funding level) be appropriated to public education.<sup>[31]</sup> Proposition 111 of 1990 increased the amount of excess revenue dedicated to education—from an amount equal to 4 percent of the minimum school funding level to half the total excess revenue—and exempted appropriations for natural disasters and appropriations financed through increases in transportation-related taxes from the Gann Limit. Proposition 111 also changed the formula for calculating the state appropriations limit, including the measurements for cost-of-living and population growth and the timetable for determining excess revenue. As of 2018, the Gann Limit had been exceeded just once in 1987, when taxpayers received \$1.1 billion in rebates.<sup>[4]</sup>

Between 1988 and 2018, voters approved three ballot initiatives related to tobacco tax increases that exempted appropriation of the revenue from the taxes from the Gann Limit.

## Other transportation lockbox measures

*See also: State and local government budgets, spending and finance on the ballot and Transportation on the ballot*

Voters in California approved a ballot initiative, Proposition 22, in 2010 that prohibited the California State Legislature from allocating revenue from fuel taxes in specific funds to the state's general fund.<sup>[32]</sup>

In 2014, voters in Maryland and Wisconsin decided on transportation fund lockbox measures. Maryland's Question 1 established a transportation fund defined by the state constitution, required that the fund's revenue only be used for transportation-related projects, and required that the revenue not be transferred (with certain exceptions). Wisconsin's Question 1 required that transportation-related revenue could only be used for projects under the purview of the Wisconsin Department of Transportation. Both measures were approved.

Illinois and New Jersey voted on transportation lockbox measures in 2016. The amendment to the Illinois Constitution was designed to prohibit the state legislature from using transportation funds for non-transportation related projects. Citizens to Protect Transportation Funding, the support campaign, spent \$3.8 million to help the amendment pass. New Jersey Question 2 pitted Gov. Chris Christie, an amendment supporter, against his lieutenant governor, Kim Guadagno, who opposed the amendment. Voters approved the measure 54.5 to 45.5 percent. Question 2 required that all revenue derived from taxes on motor fuels be deposited into the Transportation Trust Fund.

The following table illustrates the outcome of each transportation lockbox amendment:

State	Initiative	Year	Percent "Yes"	Percent "No"
California	Proposition 22	2010	60.62%	39.38%
Maryland	Question 1	2014	81.65%	18.35%
Wisconsin	Question 1	2014	79.94%	20.06%

State	Initiative	Year	Percent “Yes”	Percent “No”
Illinois	Amendment	2016	78.91%	21.09%
New Jersey	Question 2	2014	54.51%	45.49%
<b>Average</b>			<b>71.13%</b>	<b>28.87%</b>

## Referred amendments on the ballot

From 1996 through 2016, the California State Legislature referred 28 constitutional amendments to the ballot. Voters approved 24 and rejected four of the referred amendments. Most of the amendments (23 of 28) were referred to the ballot during even-numbered election years. The average number of amendments appearing on the ballot during an even-numbered election year was two. In 2016, one referred amendment was on the ballot. The approval rate at the ballot box was 85.71 percent during the 20-year period from 1996 through 2016. The rejection rate was 14.29 percent.

Legislatively referred constitutional amendments, 1996-2016


Years	Total number	Approved	Percent approved	Defeated	Percent defeated	Annual average	Annual median	Annual minimum	Annual maximum
Even years	23	23	100.00%	0	0.00%	2.09	2.00	0	6
Odd years	5	1	20.00%	4	80.00%	0.45	0.00	0	4
All years	28	24	85.71%	4	14.29%	1.27	0.50	0	6

## Path to the ballot

*See also: Amending the California Constitution*

In California, a constitutional amendment must be passed by a two-thirds vote in each house of the California State Legislature during one legislative session. The 2017 legislative session ran from December 5, 2016, through September 15, 2017.

Rep. Jim Frazier (D-11) and Sen. Josh Newman (D-29) authored the constitutional amendment, which was introduced as Assembly Constitutional Amendment 5 (ACA 5). Both the state Assembly and the state Senate passed the amendment on April 6, 2017. In the state Assembly, 56 members voted "yes" and 24 voted "no." In the state Senate, 28 senators voted "yes," 10 voted "no," and two did not vote. In the state Assembly, Rep. Catharine Baker (R-16) joined the chamber's 55 Democrats in approving the amendment. In the state Senate, Sen. Anthony Cannella (R-12) joined the chamber's 27 Democrats in approving the amendment. All other Republicans voted against the measure. The measure was enrolled with the secretary of state on April 17, 2017.<sup>[1]</sup>

Vote in the California State Assembly April 6, 2017				Vote in the California State Senate April 6, 2017	
<b>Requirement:</b> Two-thirds (66.67 percent) vote of all members in each chamber				<b>Requirement:</b> Two-thirds (66.67 percent) vote of all members in each chamber	
Number of yes votes required: 54 				Number of yes votes required: 28	
	Yes	No	Not voting		Yes
Total	56	24	0	Total	28
Total percent	70.00%	30.00%	0.00%	Total percent	70.00%
Democrat	55	0	0	Democrat	27
Republican	1	24	0	Republican	1

## How to vote

See also: *Voting in California*

### Poll times

All polls in California are open from 7:00 a.m. to 8:00 p.m. Pacific Time.<sup>[33]</sup>

### Registration requirements

To vote in California, an individual must be U.S. citizen and California resident. A voter must be at least 18 years of age on Election Day. Conditional voter registration is available beginning 14 days before an election through Election Day.<sup>[34]</sup>

On October 10, 2015, California Governor Jerry Brown (D) signed into law Assembly Bill No. 1461, also known as the New Motor Voter Act. The legislation authorized automatic voter registration in California for any individuals who visit the Department of Motor Vehicles to acquire or renew a driver's license. The law was scheduled to take effect in 2016.<sup>[35][36]</sup>

### Online registration

See also: *Online voter registration*

California has implemented an online voter registration system. Residents can register to vote by visiting this website.

### Voter ID requirements

According to the Office of the California Secretary of State, "in most cases, California voters are not required to show identification at their polling place." A voter may be asked to provide identification at the polls if it is his or her first time voting (this requirement applies if the individual registered by mail without providing a driver's license number, state identification number, or the last four digits of

a Social Security number). Acceptable forms of identification include driver's licenses, utility bills, or any document sent by a government agency. For a complete list of acceptable forms of identification, see this list.<sup>[37]</sup>

## State profile



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Both sides of America's political divide have taken the opportunity to emphasize how different California is from the rest of the country. After the 2016 presidential election, supporters of Donald Trump complained that were it not for Hillary Clinton's margin of victory in California, Trump would have won the popular vote. For their part, California's Democratic politicians have taken a leading role in opposing Trump's vision for America; some Californians are even flirting with seceding from the union, though "Calexit" faces

constitutional obstacles that make it highly improbable. Despite such antagonism, California and the United States need each other, even if it no longer seems like it.

Americans have long thought of California as the Golden State -- a distant and dreamy land initially, then as a shaper of culture and as a promised land for millions of Americans and immigrants for many decades. America's most populous state remains in many ways a great success story. But in ...(read more)

### Presidential voting pattern

*See also: Presidential voting trends in California*

California voted for the Democratic candidate in all five presidential elections between 2000 and 2016.

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#### Demographic data for California

	California	U.S.
Total population:	<b>38,993,940</b>	316,515,021
Land area (sq mi):	<b>155,779</b>	3,531,905
<b>Gender</b>		
Female:	<b>50.3%</b>	50.8%
<b>Race and ethnicity**</b>		
White:	<b>61.8%</b>	73.6%
Black/African American:	<b>5.9%</b>	12.6%
Asian:	<b>13.7%</b>	5.1%
Native American:	<b>0.7%</b>	0.8%
Pacific Islander:	<b>0.4%</b>	0.2%
Two or more:	<b>4.5%</b>	3%
Hispanic/Latino:	<b>38.4%</b>	17.1%
<b>Education</b>		
High school graduation rate:	<b>81.8%</b>	86.7%
College graduation rate:	<b>31.4%</b>	29.8%
<b>Income</b>		

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Median household income:	<b>\$61,818</b>	<b>\$53,889</b>
Persons below poverty level:	<b>18.2%</b>	<b>11.3%</b>
Source: <i>U.S. Census Bureau</i> , "American Community Survey" (5-year estimates 2010-2015)		

*\*\*Note: Percentages for race and ethnicity may add up to more than 100 percent because respondents may report more than one race and the Hispanic/Latino ethnicity may be selected in conjunction with any race. Read more about race and ethnicity in the Census [here](#).*

## Related measures

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State	Measures
Connecticut	Connecticut Transportation Revenue Lockbox Amendment

## See also

### 2018 measures



- 2018 ballot measures
- Transportation on the ballot
- 2018 legislative sessions

### California



- California ballot measures
- California ballot measure laws
- California state budget and finances

### News and analysis



- Ballot measure lawsuits
- Ballot measure readability
- Ballot measure polls

## External links

- Assembly Constitutional Amendment 5

## Recent news

The link below is to the most recent stories in a Google news search for the terms **California 2018 Transportation Lockbox Amendment**. These results are automatically generated from Google. Ballotpedia does not curate or endorse these articles.

# California Proposition 69, Transportation Taxes and Fees Lockbox and Appropriations Limit Exemption Amendment (June 2018) - Google News

## Footnotes

1. *California Legislature*, "Assembly Constitutional Amendment 5," accessed April 7, 2017
2. *California Legislature*, "Senate Bill 1," accessed April 7, 2017
3. *California Legislative Analyst's Office*, "Overview of the 2017 Transportation Funding Package," accessed January 9, 2017
4. *New York Times*, "California Taxpayers to Get \$1 Billion in Rebates," July 8, 1987
5. *California Secretary of State*, "June 2018 Voter Guide," accessed March 20, 2018
6. *Note: This text is quoted verbatim from the original source. Any inconsistencies are*  
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