



SB 1: The Road Repair & Accountability Act of 2017

Frequently Asked Questions & Answers

The Road Repair and Accountability Act of 2017 (SB 1) is a long-term transportation solution that provides new revenues for road safety improvements such as filling potholes and repairing local streets, highways, and bridges. SB 1 provides transportation investments in **every** community. SB 1 includes strict accountability provisions to reduce waste and bureaucracy and dedicates all funds to transportation improvements.

1. How much of SB 1 funding will be used to fix our roads?

SB 1 invests more than \$5 billion annually directly for maintenance, repair, and safety improvements on state highways, local streets and roads, bridges, tunnels and overpasses. SB 1 also provides investments in mass transit to help relieve congestion. In total, SB 1 will provide:

- \$1.5 billion for the State Highway Operations and Protection Program
- \$1.5 billion for local streets and roads
- \$400 million for bridge maintenance and repairs
- \$300 million for goods movement and freight projects
- \$250 million for congested corridors and relief management
- \$200 million for the Local Partnership Program to match locally generated transportation funds
- \$100 million for the Active Transportation Program to improve safety and expand access on streets, roads and highways for bicyclists and pedestrians
- \$750 million for mass transit

2. How much will SB 1 cost California families each year?

The California Department of Finance calculated that the average cost to motorists is roughly \$10/month. Here's the math:

- **Registration:** Nearly 50% of all registered vehicles in California are valued at less than \$5,000. Forty percent are valued at less than \$25,000. Thus, the average annual amount for vehicle registration is approximately \$48.
- **Fuel:** California's 26 million licensed drivers consume 15.5 billion gallons per year. That is 577 gallons per driver, multiplied by 12 cents per gallon is \$69.24 each.

The annual average cost per driver is:

Vehicle Registration	\$47.85
Fuel	\$69.24
Total	\$117.09 per year OR \$9.76 per month

3. Will any of the SB 1 funding go into the State's General Fund?

No funding from SB 1 goes into the General Fund. Revenues go directly into transportation accounts and are constitutionally protected.

Article XIX of the California Constitution already protects the gasoline excise tax, vehicle registration fees, and a portion of the sales tax on diesel, and dedicates them to transportation purposes. This accounts for about 60% of the revenues generated by SB 1. Prop 69, a constitutional ballot measure which will go before the voters in June 2018, extends these same constitutional protections to the remaining 40% of new revenues generated by SB 1. It's also important to remember, all gas tax moneys that were loaned in prior decades to the General Fund will have been repaid under SB 1.

4. Will there be any oversight and accountability to ensure proper expenditure of SB 1 funding?

SB 1 strengthens the oversight and audit process by establishing an independent Inspector General who is appointed by the Governor to oversee programs to ensure all SB 1 funds are spent as promised and to reduce bureaucracy, waste, and red tape. The Inspector General is also required to report annually to the state Legislature.

Furthermore, SB 1 has significant accountability and transparency provisions designed to ensure the public has full access to information on how their tax dollars are being invested. **For instance, cities and counties must publicly adopt and submit to the state a planned list of projects and year-end reporting that accounts for every single dollar of SB 1 revenue they receive.**

5. How does SB 1 help alleviate congestion? Will SB 1 help build new road capacity?

SB 1 funds can be used to build new roads and increase capacity on our roads and highways. SB 1 also invests in technology and other infrastructure that is proven to reduce congestion on the existing transportation network.

- SB 1 funds will be used to restore the State Transportation Improvement Program (STIP). The CTC previously cut and delayed \$1.5 billion in projects from STIP, including

new capacity projects, which are now eligible to move forward.

- There is \$200 million annually in SB 1 for self-help counties that can be used on new roads and capacity increasing projects.
- SB 1 includes \$250 million annually for congested road and highway corridors and \$300 million for the trade corridor programs, which can both fund increased capacity.
- Lastly, while cities and counties will primarily (initially) be using local funds on “fix it first” projects to repair roads in bad shape, local governments can use these funds for new roads and capacity enhancements, especially once their road conditions are brought up into a state of good repair.

6. Why did the Legislature increase taxes instead of using existing state revenues to fix our transportation system?

California has a combined need of over \$130 billion over the next 10 years just to bring the state highway and local street and road systems into a good and safe condition.

SB 1 follows the user-pay model where everyone pays their fair share and all drivers pay a little more to fix the roads they drive on.

7. What sort of impacts will SB 1 have on the state's economy?

SB 1 is a job creator. The White House Council of Economic Advisors found that every \$1 billion invested in transportation infrastructure supports 13,000 jobs a year. With the \$5 billion annually planned from SB 1, this measure will put 650,000 people to work rebuilding California over the next decade.

8. Are SB 1 revenues funding CSU and UC research? How much is going for research?

SB 1 directs \$7 million (one-tenth of one percent of total SB 1 revenues) to CSU and UC transportation research institutions for research directly related to improving transportation technology, practices, materials, and impacts to the environment.

9. Are SB 1 funds being used for non-transportation purposes like boating ways and off-road transportation?

A percentage of the existing gas tax revenue related to fuel sales from boats, agricultural equipment, and other off-highway vehicles (quads, dirt bikes) has always gone toward supporting infrastructure related to these economic and recreational activities. The percent of gas tax revenues collected from these sources is two percent (2%).

10. Will any of SB 1 revenues be used to pay back old transportation loans?

No. All outstanding transportation loans are being repaid by the General Fund. In fact, the FY 2016-17 state budget already started to repay those loans. SB 1 requires all loans to be repaid by 2020.

11. Will SB 1 fund High-Speed Rail?

No funds raised from SB 1 will be used to fund High-Speed Rail. California's state- maintained transportation infrastructure will receive roughly half of SB 1 revenue: \$26 billion. The other half will go to local roads, transit agencies and an expansion of the state's growing network of pedestrian and cycle routes. There is no remaining balance that could be used for the high-speed rail project. A full overview of how the funds are allocated [can be found here.](#)



Support Safer Roads and Protect Local Transportation Improvements

Californians depend on a safe and reliable transportation network to support our quality of life and a strong economy. In April 2017, California passed Senate Bill 1 (SB 1) which provides more than \$5 billion annually to make road safety improvements, fill potholes, repair local streets, freeways, tunnels, bridges and overpasses and invest in public transportation in every California community. Road safety and transportation improvement projects are already underway across the state, but this long-awaited progress could come to a halt unless voters take action in 2018.

The Coalition to Protect Local Transportation Improvements has formed to support Proposition 69 which protects transportation funds from being diverted and to oppose the November 2018 measure that would repeal new transportation funds. Here's how you can help:



SUPPORT PROP 69:

June 2018 ballot measure prohibits the Legislature from diverting new transportation funds and ensures they can only be used for transportation projects.



Extends constitutional protections to the new revenues generated by SB 1 that aren't currently protected.



Guarantees transportation funds can only be used for transportation improvement purposes.



Will not raise taxes. Protects transportation taxes and fees we already pay.



OPPOSE REPEAL OF SB 1:

November 2018 ballot measure would repeal SB 1 and rob our communities of vital road safety and transportation improvement projects.

Certain politicians are currently collecting signatures to try to repeal the Road Repair and Accountability Act of 2017 (SB 1) and stop critical investments in future transportation improvement projects. Our broad coalition opposes this measure now because its passage would:



Jeopardize public safety. This measure would halt roadway improvements at the state and local level that will save lives and increase safety for the traveling public. 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.



OPPOSE the November 2018 ballot measure that would repeal SB 1 and rob our communities of vital road safety and transportation improvement projects.

- ✗ Stop transportation improvement projects already underway in every community.** This measure would eliminate funds already flowing to every city and county to fix potholes, make safety improvements, ease traffic congestion, upgrade bridges, and improve public transportation. 4,000 local transportation improvement projects are already underway across the state thanks to SB 1.
- ✗ Make traffic congestion worse.** Our freeways and major thoroughfares are among the most congested in the nation, and Californians spend too much time stuck in traffic away from family and work. This measure would stop projects that will reduce traffic congestion.
- ✗ Cost drivers and taxpayers more money in the long-run.** The average driver spends \$739 per year on front end alignments, body damage, shocks, tires and other repairs because of bad roads and bridges. Additionally, it costs eight times more to fix a road than to maintain it. By delaying or stopping projects, this measure will cost motorists more money in the long run.
- ✗ Hurt job creation and our economy.** Reliable transportation infrastructure is critical to get Californians to work, move goods and services to the market, and support our economy. This measure would eliminate more than 680,000 good-paying jobs and nearly \$183 billion in economic growth that will be created fixing our roads over the next decade.

Paid for by the Coalition to Protect Local Transportation Improvements, sponsored by business, labor, local governments, transportation advocates and taxpayers

Committee Major Funding from

League of California Cities

California Alliance for Jobs

Funding details at www.fppc.ca.gov



COALITION LIST

We Support Safer Roads and Protecting Local Transportation Improvements

We Support Prop 69 and Oppose the SB 1 Repeal

Local Government

- California State Association of Counties (CSAC)
- League of California Cities
- California Association of Councils of Governments (CALCOG)
- California Contract Cities Association
- City of Alameda
- City of Clayton
- City of Delano
- City of Duarte
- City of Fortuna
- City of Hawaiian Gardens
- City of King City
- City of Malibu
- City of San Rafael
- City of Santa Cruz

Infrastructure/Transportation

- California Alliance for Jobs
- Alameda Corridor – East Construction Authority (ACE)
- American Council of Engineering Companies – California
- American Society of Civil Engineers – California
- Associated General Contractors – California
- Associated General Contractors – San Diego
- California Asphalt Pavement Association (CalAPA)
- California Construction & Industrial Materials Association (CalCIMA)
- California Nevada Cement Association

- City of Santa Monica
- City of Suisun City
- City of Union City
- City of Waterford
- Gateway Cities Council of Governments
- Humboldt County Association of Governments
- Los Angeles County Division, League of California Cities
- Marin County Council of Mayors and Councilmembers
- San Benito County Board of Supervisors
- Sonoma County Mayors' and Councilmembers' Association
- Urban Counties of California

Labor

- AFSCME District Council 36
- State Building & Construction Trades Council of California
- California Nevada Conference of Operating Engineers
- California State Council of Laborers
- Laborers International Union of North America Local 1184
- Northern California Carpenters Regional Council

Public Interest

- Congress of California Seniors
- Sonoma County Alliance
- TransForm

Social Justice

- California State Conference NAACP

Business

- California Transit Association
- Coastal Rail Santa Cruz
- Golden State Gateway Coalition
- Lake Area Planning Council
- Los Angeles County Metropolitan Transportation Authority
- Northern California Chapter, National Electrical Contractors Association (NECA)
- Placer County Transportation Planning Agency
- Santa Cruz County Regional Transportation Commission
- Sonoma County Transportation Authority
- Southern California Contractors Association
- Southern California Partnership for Jobs
- Southwest Concrete Pavement Association
- Transportation Authority of Monterey County
- Transportation California
- United Contractors

Individual Businesses

- Brosamer & Wall, Inc.
- BYD America
- Ghilotti Bros., Inc.
- Granite Construction Inc.
- HNTB Corporation
- Knife River Construction
- MuniServices, an Avenu company
- Nossaman LLP
- Reliance Business Park
- Surfa Slick, LLC
- Teichert Construction
- Teichert Materials

- CalAsian Chamber of Commerce
- California Trucking Association
- Chamber of Commerce of the Santa Barbara Region
- East Bay Leadership Council
- Greater Merced Chamber of Commerce
- Los Angeles Area Chamber of Commerce
- Los Angeles County Business Federation (LA BizFed)
- Orange County Business Council
- Oxnard Chamber of Commerce
- San Gabriel Valley Economic Partnership
- San Rafael Chamber of Commerce
- Santa Cruz Area Chamber of Commerce
- Santa Cruz County Business Council
- Silicon Valley Leadership Group

JOIN THE COALITION:

☒ Yes, I support Proposition 69

☒ Yes, I oppose the repeal of SB 1

Sample Resolution in Support of Prop 69

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the 2016 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating at an increasing rate; and

WHEREAS, cities and counties are facing a funding shortfall of \$73 billion over the next 10-years to repair and maintain in a good condition the local streets and roads system and the State Highway System has \$57 billion worth of deferred maintenance; and

WHEREAS, SB 1 – the Road Repair and Accountability Act of 2017 – will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects; and

WHEREAS, these transportation revenues should be constitutionally protected to ensure funds are used only for transportation purposes; and

WHEREAS, Proposition 69 on the June 2018 ballot would add another layer of accountability by preventing the State Legislature from diverting or raiding any new transportation revenues for non-transportation improvement purposes.

THEREFORE BE IT RESOLVED, that the **City/County of [NAME]** hereby supports Proposition 69 on the June 2018 ballot to prevent new transportation funds from being diverted for non-transportation purposes; and

THEREFORE BE IT FURTHER RESOLVED, that the **City/County of [NAME]** supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69.

Sample Resolution to Support Prop 69 and Oppose SB 1 Repeal

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable local transportation network; and

WHEREAS, the 2016 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating at an increasing rate; and

WHEREAS, cities and counties are facing a funding shortfall of \$73 billion over the next 10-years to repair and maintain in a good condition the local streets and roads system and the State Highway System has \$57 billion worth of deferred maintenance; and

WHEREAS, SB 1 – the Road Repair and Accountability Act of 2017 – will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects; and

WHEREAS, SB 1 provides critically-needed funding in City/County [NAME] that will be used for:

- (add in list of local projects); and

WHEREAS, SB 1 contains strong accountability and transparency provisions to ensure the public knows how their tax dollars are being invested and the corresponding benefits to their community including annual project lists that identify planned investments and annual expenditure reports that detail multi-year and completed projects; and

WHEREAS, SB 1 requires the State to cut bureaucratic redundancies and red tape to ensure transportation funds are spent efficiently and effectively, and also establishes the independent office of Transportation Inspector General to perform audits, improve efficiency and increase transparency; and

WHEREAS, Proposition 69 on the June 2018 ballot would add additional protections for taxpayers by preventing the State Legislature from diverting or raiding any new transportation revenues for non-transportation improvement purposes; and

WHEREAS, there is also a proposed ballot measure aimed for the November 2018 ballot (Attorney General #17-0033) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future; and

WHEREAS, this proposed November proposition would raid \$## annually dedicated to City/County NAME, and halt critical investments in future transportation improvement projects in our community; and

THEREFORE BE IT RESOLVED, that the City/County of [NAME] hereby supports Proposition 69, the June 2018 constitutional amendment to prevent new transportation funds from being diverted for non-transportation purposes; and

THEREFORE BE IT RESOLVED, that the City/County of [NAME] hereby opposes the proposed November ballot proposition (Attorney General #17-0033) that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future; and

THEREFORE BE IT FURTHER RESOLVED, that the City/County of [NAME] supports and can be listed as a member of the Coalition to Protect Local Transportation Improvements, a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in support of Proposition 69 and in opposition to the repeal of SB 1.

ADOPTED this day ____ of ____, 2018.



Report Advertisement

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.^[1]

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).^[1] 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.^{[2][3]}

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.^{[1][2]}

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.^[1] 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.^[4]

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.^[1]

Text of the measure

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:^[1]

Section 15 of Article XIII B

“Appropriations subject to limitation” of each entity of government shall not include appropriations of revenues from the Road Maintenance and Rehabilitation Account created by the Road Repair and Accountability Act of 2017, or any other revenues deposited into any other funds pursuant to the act. No adjustment in the appropriations limit of any entity of government shall be required pursuant to Section 3 as a result of revenues being deposited in or appropriated from the Road Maintenance and Rehabilitation Account created by the Road Repair and Accountability Act of 2017 or any other account pursuant to the act.

Section 1 of Article XIX A

Support

Supporters

Officials

The following officials sponsored the amendment in the legislature:^[1]

- 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^[6]

Organizations

- California Chamber of Commerce^[7]

Arguments

Sen. Josh Newman (D-29), one of the amendment's authors, said:^[8]

“ 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.^[5] ”

Opposition

In the California State Legislature, 34 Republicans voted against referring the amendment to the ballot.^[1]

Arguments

Ballotpedia has not found arguments opposing the measure. If you are aware of an article with or quoting arguments, please email it to editor@ballotpedia.org.

Campaign finance

See also: Campaign finance requirements for California ballot measures

As of March 3, 2018, there were no ballot measure committees registered in support of the measure or in opposition to the measure.^[11]

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:^[12]

<i>Campaign finance reporting dates for June 2018</i> [hide] <i>ballot</i>		
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^[9]

as of March 3, 2018^[10]

 Support:	\$0.00
 Opposition:	\$0.00


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.^[2] Gov. Jerry Brown (D) signed the legislation into law on April 28, 2017.^[13]

Vote in the California State Senate April 6, 2017				Vote in the California St April 6, 201	
Requirement: Two-thirds (66.67 percent) vote of all members in each chamber				Requirement: 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:^{[2][14]}

- 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:^[2]

- \$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.

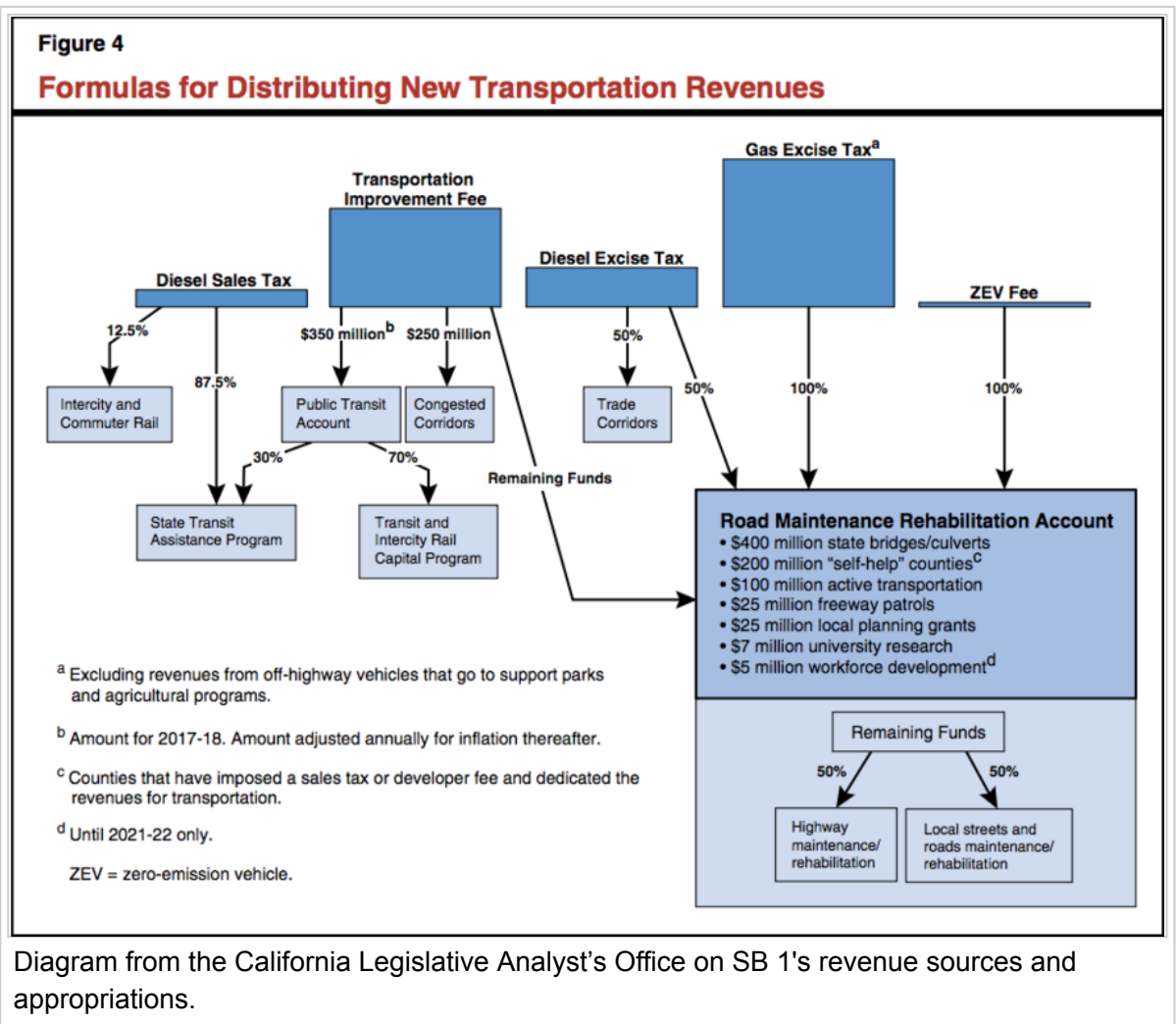
SB 1 enacted an annual \$100 per vehicle fee for owners of zero-emission vehicles (ZEV) model years 2020 or later starting in 2020.^[2]

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).^[2]

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.^{[2][3]}

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:^{[2][3]}

- \$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.^{[2][3]}

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.^{[2][3]}

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.^{[2][3]}

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.^{[2][3]}

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.^{[2][3]}

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.^{[2][3]}

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.^{[2][3]}

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."^[15]
- 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."^[16]
- 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."^[17]

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."^[17]
- 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."^[18]
- 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."^[19]

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.^[20] 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.^[21]

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.^{[22][23]}

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.^[24] Supporters of the recall effort needed to collect 63,593 signatures by October 16, 2017, to move the recall forward.^[25] On August 18, 2017, recall proponents had gathered enough signatures to trigger an election against Newman.^[26] On January 8, 2018, the governor announced a recall election for June 5, 2018.^[27]

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.^[1]

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.^[28] 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.^[29] 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.^[4]

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.^[30]

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%
Illinois	Amendment	2016	78.91%	21.09%

State	Initiative	Year	Percent "Yes"	Percent "No"
New Jersey	Question 2	2014	54.51%	45.49%
Average			71.13%	28.87%

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.^[1]

Vote in the California State Assembly April 6, 2017				Vote in the California State Senate April 6, 2017	
Requirement: Two-thirds (66.67 percent) vote of all members in each chamber				Requirement: 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.^[31]

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.^[32]

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.^{[33][34]}

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.^[35]

State profile



This excerpt is reprinted here with the permission of the 2016 edition of the Almanac of American Politics and is up to date as of the publication date of that edition. All text is reproduced verbatim, though links have been added by Ballotpedia staff. To read the full chapter on California, click here.

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.

More California coverage on Ballotpedia

- Elections in California
- United States congressional delegations from California

Demographic data for California

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

- Public policy in California
- Influencers in California
- California fact checks
- More...

Median household income:	\$61,818	\$53,889
Persons below poverty level:	18.2%	11.3%
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

Transportation measures on the ballot in 2018	
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. *Note: This text is quoted verbatim from the original source. Any inconsistencies are attributed to the original source.*

Only the first few references on this page are shown above. [Click to show more.](#)

Ballotpedia includes 267,104 encyclopedic articles written and curated by our professional staff of editors, writers, and researchers. To contact our editorial staff, [click here](#). To report an error, [click here](#). For media inquiries, you can reach us [here](#). To support our continued expansion, please [contact us here](#).