



City of Cupertino Tool Kit
SB 1: Road Repair and Accountability Act of 2017
Talking Points

Background:

- 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.
- 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.

Local Streets and Roads Funding:

- SB 1 – the Road Repair and Accountability Act of 2017- enables cities and counties to address significant maintenance, rehabilitation and safety needs on the local street and road system.
- SB 1 will generate 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.

- 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.
- 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.
- 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.

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.
- 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.
- 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.