

## SB 1: The Road Repair and Accountability Act of 2017

California counties are seeing a significant influx of new revenue to invest in the local street and road system from Senate Bill 1 (Beall and Frazier), a landmark transportation funding package that was signed by Governor Brown on April 28, 2017. This measure was in response to California's significant funding shortfall to maintain the state's multimodal transportation network which is the backbone of the economy and critical to the quality of life in the Golden State.

SB 1 increased several taxes and fees to raise over \$5 billion annually in new transportation revenues. Moreover, SB 1 provides for inflationary adjustments so that the purchasing power of the revenues does not diminish as it has in the past. SB 1 prioritizes funding towards maintenance and rehabilitation and safety improvements on state highways, local streets and roads, and bridges and to improve the state's trade corridors, transit, and active transportation facilities.

The revenues will be phased-in over several years as follows:

- The fuel tax increase began on November 1, 2017,
- The value-based transportation improvement fee began on January 1, 2018,
- The price-based excise tax will be reset on July 1, 2019, and
- The new zero emissions vehicle fee will begin on July 1, 2020.

Once fully implemented, approximately \$1.5 billion per year in new revenue is earmarked for local streets and roads maintenance and rehabilitation and other eligible uses, including complete streets projects, traffic signals, and drainage improvements. California's counties will share about \$750 million annually, and the same amount will be allocated to cities.

In addition to formula funding, county roads will be eligible to compete for additional funding for active transportation and complete streets projects, congested corridor projects, goods movement improvements, and additional state matching funds for self-help counties that pass sales taxes or impose comprehensive development fees to fund transportation. This funding package is a huge step forward for every Californian who relies on our transportation system.

Roadway Resurfacing Projects - SB 1 It is planned that these projects will be implemented over the next three fiscal years.

Project	Location	Distance (in miles)	Treatment	Approximate life expectancy of surface treatment (in years)	Cost estimate (in millions)
Warnerville Road	Tim Bell Road to Crabtree Road	5.5	Combination of reconstruction & resurfacing	7	\$1.5
Bentley Road	Milnes Road to Patterson Road	3.5	Combination of reconstruction & resurfacing	12	\$2.0
Gates Road	Maze Boulevard to Bacon Road	4	Combination of reconstruction & resurfacing	12	\$1.5
Dakota Road	Maze Boulevard to Murphy Road	4	Combination of reconstruction & resurfacing	12	\$1.5
Hickman Road	East Avenue to Tuolumne River	10	Combination of reconstruction & resurfacing	12	\$5.0
Keyes Road	Carpenter Road to Montpelier Road	17.5	Combination of reconstruction & resurfacing	12	\$6.0
Del Puerto Canyon Road	Diablo Grande Parkway to County Line	22	Resurfacing	7	\$4.0
Montpelier Road	Monte Vista Avenue to Lake Road	8	Resurfacing	7	\$1.0
Albers Road	Claribel Road to Warnerville Road	3	Reconstruction & widening	+20 *	\$4.0

\* Life expectancy