



Senate Bill 1

The Road Repair and Accountability Act

Brian Annis – California State Transportation Agency

Senate Bill 1



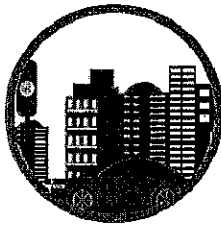
- SB 1 focuses on “fix-it-first” improvements to neighborhood streets, highways, and bridges, improving safety, accessibility and travel for all users of roadways.
- SB 1 provides historic levels of funding for public transit capital and operating expenses and nearly doubles the existing funding for Active Transportation.
- SB 1 funds priority freight and congested corridor investments.



Overview of SB 1 Investments



SB 1's investment in transportation is split equally between the state and cities and counties.



\$26 Billion for Cities and Counties over 10 years

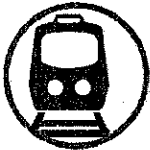


\$26 Billion for State investments over 10 years

3

Strategic New Investments

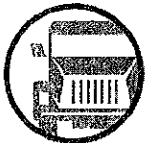
(10-year funding)



New Funding to Transit Agencies to help them increase service and build capital projects: **over \$7.5 billion**



Bike and Pedestrian Projects: **\$1 billion**



Trade Corridor Enhancement Program: **\$3 billion**



Solutions for Congested Corridors Program: **\$2.5 billion**

4

Planning Grants



- SB 1 includes \$25 million per year to local and regional governments for planning grants to revise local growth plans consistent with the requirements of SB 375.
- SB 1 also includes \$20 million to fund regional transportation adaptation plans.

5

Sustainability



Caltrans and cities and counties receiving funds under SB 1 shall do, where feasible and cost effective, all of the following:

- Use advanced technologies and materials that reduce GHGs;
- Use advanced technologies and communications systems to accommodate advanced automotive technologies (e.g. CAVs);
- Include features in the projects to better adapt the asset for climate change;
- Incorporate complete street elements into projects funded by the program.

6

Sustainability at Caltrans



- SB1 requires Caltrans to update the Highway Design Manual to incorporate the “complete streets” design concept.
- SB 1 creates the Advance Mitigation Program at Caltrans with \$120 million in start-up funds to identify important project mitigation early in the project development process and improve environmental outcomes from mitigating the effects of transportation projects.

7

SB 1 Funding Sources



- SB1 is fully funded from transportation users through gasoline and diesel fuel taxes and vehicle fees
- The vehicle fees include a variable charge bases on the assessed value of the vehicle and separately a \$100 fee on zero-emission vehicles starting July 1, 2020, for vehicles model year 2020 and later

8

10-Year Allocation per Program



STATE		LOCAL	
Highway Rehabilitation Program	\$ 13 billion	Local Streets and Roads	\$ 15 billion
Bridge and Culverts	\$ 4 billion	State Transit Assistance	\$ 4 billion
Trade Corridor Enhancement	\$ 3.1 billion	Transit & Intercity Rail Capital Program	\$ 3 billion
Congested Corridor	\$ 2.6 billion	Local Partnerships	\$ 2 billion
Ports	\$ 825 million	Active Transportation	\$ 1 billion
Agriculture	\$ 250 million	STIP (Local Share)	\$ 1 billion
STIP (State Share)	\$ 881 million	Commuter Rail & Intercity Rail	\$ 42 million
Freeway Service Program	\$ 250 million	Local Planning Grants	\$ 250 million
RMRA - Administration	\$ 38 million	RMRA - Administration	\$ 38 million
Transportation Workforce Training	\$ 50 million	Local Total	\$ 26 billion
UC/CSU Transportation Research	\$ 70 million		
State Total	\$ 26 billion		

9

Senate Bill 1



Questions?

