



Proposition 6: Voter Approval for Increases in Gas and Car Tax (SB 1 Repeal)
County Educational Tool Kit
Talking Points

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LOCAL STREETS AND ROADS FUNDING AND LOCAL PROJECTS

- **Prop 6 will cut over \$5 billion annually in existing funding for state and local transportation improvements, including the over 6,500 projects already identified for funding in every single community in the state.**
- **Prop 6 will eliminate existing funding for cities and counties (approximately \$1.5 billion annually at full implementation)** that pays for critical projects to rehabilitate, repair, and maintain local streets and roads, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities.
 - **Describe the projects made possible in your city/county because of this funding (SB 1 Road Maintenance and Rehabilitation Account (RMRA) apportionments). Be specific about the streets that are being fixed, bridges repaired, how many potholes are being filled, upgraded sidewalks and bike lanes, etc. Explain that if Prop 6 passes, these specific local projects will be delayed or canceled all together.**
 - **In city/county, Prop 6 will eliminate \$XXX in transportation funds over 10 years.**
 - **Describe other impacts in your city/county should Prop 6 pass.**
- **Prop 6 will set California back, set city/county back, and leave our state with crumbling roads and dangerous maintenance concerns. Eventually, we'll all face even higher costs to fix our transportation infrastructure in the future.**
 - **For example, list examples of projects that has been on the back burner due to lack of funding but are now scheduled to move forward due to SB 1. What projects are on the chopping block if Prop 6 passes?**
- **Proposition 6 will stop transportation improvement projects already underway in every community.** This measure would eliminate funds already flowing to every community to fix potholes, make safety improvements, ease traffic congestion, upgrade bridges, and improve public transportation. Prop 6 would eliminate funding for more than 6,500 local transportation improvement projects are already underway across the state thanks to the funding authorized by SB 1.
- **City/county** has already identified two years' worth of projects that will benefit from these revenues and many of these projects are underway or are slated to begin work. Prop 6 will stop these road and bridge improvement projects in their tracks, leaving California's infrastructure less safe and more congested.

- Again, describe the projects on that list. You can highlight two or three of the most well-known projects. Explain what specific local projects will lose their funding if Prop 6 passes.
- Prop 6 would eliminate existing funding that includes **strict accountability and transparency measures**.
 - Cities and counties must publicly adopt project lists each year and provide year-end reporting on all expenditures in order to be eligible for these transportation funds.
 - At the state level, Caltrans is already working to identify \$100 million in efficiencies.
 - The Office of Inspector General is also actively working on additional transparency and accountability measures to ensure all existing transportation dollars are being spent efficiently and effectively.
- **These funds are dedicated only to transportation and are protected by the State Constitution.** The money cannot be diverted for non-transportation purposes. While the state has taken transportation loans in the past during fiscal emergencies (all loans will be repaid by the General Fund by 2020), these revenues can no longer be borrowed, even temporarily. In fact, voters passed a statewide ballot proposition in June 2018 (Prop 69) to solidify these transportation revenue protections into our state constitution.

SAFETY IMPACTS

- California has more than 1,600 bridges and overpasses that are structurally deficient and 89% of counties have roads that are in “poor” or “at-risk” condition.
- According to the National Highway Traffic Safety Administration, there were more than 3,600 fatalities on California roads in 2016. Poor road conditions play a major factor in vehicle collisions and accidents.

ECONOMIC AND JOBS IMPACTS

- **Prop 6 will cost drivers and taxpayers more money in the long-run.** Californians pay on average \$762 per year in additional vehicle repair costs because of the poor condition of our roads. A recent economic study from the [American Road and Transportation Builders of America](#) found that investing the approximately \$5 billion annually that is the subject of Prop 6 actually reduces the cost of driving for motorists – by \$300 per household. **If Prop 6 passes, California drivers will continue to pay the cost of our neglected roads.**
- **Prop 6 will eliminate more than \$50 billion in existing transportation funding over the next decade** that will be used to make safety improvements and maintain state highways, local

streets and roads, and bridges, address congestion, and improve and increase transit service and access for pedestrians and bicyclists.

- **If Prop 6 succeeds, our roads and bridges will continue to deteriorate and be even more costly to repair down the line.** California's roadways wear significantly due to high traffic, lots of heavy freight, weather, and aging, so our focus is on maintenance and rehabilitation to provide Californians with a transportation system that is safe, sustainable and efficient. It is 8 times more expensive to fix a road than it is to maintain it.
- **Prop 6 will eliminate** competitive funding for congested road and highway segments and trade corridors. Prop 6 also eliminates \$100 million annually for the Active Transportation Program, which encourages biking and walking. By eliminating these funds, Prop 6 will have a detrimental impact on traffic, commute times, and California's air quality.
- **Prop 6 will hurt job creation and our economy.** Reliable transportation infrastructure is critical to get Californians to work, move goods to the market, and support our economy. This measure would eliminate more than 68,000 good-paying jobs and nearly \$183 billion in economic growth that will be created fixing our roads over the next decade.

BACKGROUND ON CRITICAL NEED FOR INVESTMENT

- The gas tax is the primary user-fee that funds transportation infrastructure improvements and was last increased in 1994. Since that time, inflation and fuel efficiency have eroded the purchasing power of existing revenues by more than 50%.
- 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 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 SB1 helps ensure Californians are driving on safe roads.
 - [American Society of Civil Engineers 2016 report](#)
 - [Business Insider 2017 report](#)
- **Local streets and roads face a funding shortfall of \$73 billion** (over the next decade) to bring the system into a state of good repair. Caltrans also faces a \$57 billion backlog in deferred maintenance.