

To: CSAC Board of Directors
County Administrative Officers
County Public Works Directors
County Legislative Coordinators
County Public Information Officers
CSAC Housing, Land Use and Transportation Policy Committee
CEAC Transportation Policy Committee
County Caucus

From: Kiana Valentine, CSAC Senior Legislative Representative
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Re: Prop 6 Fact of the Week: The Real Cost of Prop 6 for Drivers

In this week's edition of CSAC's "Prop 6 Fact of the Week", let's examine the **real cost of Prop 6 for drivers (or at least a more transparent and comprehensive assessment of the costs of Prop 6)**. This issue takes a bit of explaining so we start with a summary and then provide the analysis.

SB 1 costs motorists an average of \$9.76 a month – far below the annual costs of repairs to vehicles caused by poor roads – and far less than the proponents want you to believe Prop 6 will save drivers. While Prop 6 may save motorists money at the pump in the short-term, just calculating the anticipated user-fees saved is a misleading and incomplete assessment of the real costs of Prop 6. Prop 6 will have direct impacts on the pocketbooks of motorists in the form of increase vehicle operating costs, lost economic opportunity, and ultimately makes the cost of critical infrastructure safety improvements and repairs that much more expensive in the future.

Analysis

According to the proponents, passage of Prop 6, by repealing SB 1 – the Road Repair and Accountability Act of 2017, will save the typical family of four \$779.28 annually. Unfortunately, the proponents don't show their math so we don't know what factors are included in this equation. How many miles does this "typical family of four" drive? How many cars do they own? What is the value of each car the "typical family of four" owns? This information is critical because these factors impact how much individual drivers and the "typical family of four" will pay in user fees each year to support the state's transportation infrastructure.

The California Department of Finance calculated that the average cost to motorists from the user fee increases in SB 1 is roughly \$10/month. Here's their math:

- Registration: Nearly 50% of all registered vehicles in California are valued at less than \$5,000 (transportation improvement fee of \$25 p/year). Forty percent are valued at less than \$25,000 (\$50 p/year). 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 cost per driver is:
 - Vehicle Registration \$47.85
 - Fuel \$69.24
 - **Total \$117.09 per year OR \$9.76 per month**

What the proponents likely don't consider in their presumption that Prop 6 will save typical families of four in the state nearly \$780 annually is the **cost of not improving** the statewide transportation system. We encourage you and your constituents to consider these statistics:

- According to [a new TRIP report](#) (TRIP is a national transportation research group), “roads and bridges that are deteriorated, congested or lack some desirable safety features cost California motorists a total of \$61 billion annually – a much as \$2,995 per driver in some urban areas - due to higher vehicle operating costs, traffic crashes and congestion-related delays.”
- The American Road and Transportation Builders of American (ARTBA) [studied the economic impacts of SB 1 on the state's economy](#) and found that SB 1 would result in, “total user benefits average \$3.8 billion per year in savings for California drivers, transit riders and businesses, which will add up to \$38.2 billion over 10 years. This is an annual savings of nearly \$300 per household in California.” Total user benefits are a result of decreased congestion, less money spent on vehicle repairs, safer roads, and an improved infrastructure network.
- The [2016 California Statewide Local Streets and Roads Needs Assessment Report](#) found that, “as roadway pavement conditions deteriorate, the cost to repair them increases exponentially. For example, it costs as much as fourteen times more to reconstruct a pavement than to preserve it when it is in good condition. Even a modest resurfacing is four times more expensive than maintenance in Best Management Practices (BMP) condition.”

Sample Social Media

- Numerous reports conclude that improving #California's roads will save motorists significant money each year. (Link to where you can find reports). #transportation #RebuildingCA
- Studies show it will cost motorists more money NOT to invest in our roads than it would to keep investing in #California's #transportation system. (link to reports) #RebuildingCA
- The California Department of Finance calculated that the average monthly cost to motorists from the user fee increase to improve road safety is less than the cost of two large lattes. #transportation #RebuildingCA

Stay tuned for more... Next week we will dive into arguments about using existing general fund revenues and the state budget surplus to fund transportation infrastructure.