

California has a complex multimodal network of state and locally-managed transportation systems, including state highways and local roads, transit and rail, bridges, bike lanes and pedestrian access. The system has evolved over time with changing needs and technologies, but there has always been the fundamental need to invest wisely in transportation infrastructure and to integrate transportation into broader planning discussions. This will become even more critical in the coming years as the state's population tops 40 million by 2050, and as policy makers look to tackle some of the most important issues of the day, including housing and climate change.

HISTORIC CHALLENGES

The biggest challenge to ensuring safe, reliable and efficient transportation infrastructure and mobility plans has historically been funding. Adequate and predictable funding is needed to maintain the transportation infrastructure we have, and to plan and respond to future needs. Decades of chronic under-investment in transportation resulted in crumbling roads, unsafe bridges, congestion and inadequate transit options.



2nd Worst

Quality of
Roads
in Nation



\$61 billion

Annual costs due to
congestion, collisions, & road-
caused damage to vehicles



3 Full Days

Time the average
California driver spends a
year stuck in traffic



\$862

What driving on poor
roads costs drivers per
year on vehicle repairs

Source: Report Card for California's Infrastructure 2019, ASCE

PROGRESS BEING MADE WITH SB 1

Fortunately, in 2017, the Legislature passed the Road and Repair Accountability Act (SB 1) to begin to address California's deteriorating transportation infrastructure. SB 1 is projected to generate \$54 billion for transportation infrastructure improvements over the next decade, and includes inflationary adjustments to ensure the state's primary funding stream isn't eroded over time. The funds are constitutionally protected for transportation purposes, and evenly split between state-maintained transportation infrastructure and local roads, transit, and active transportation options such as walking and cycling.

SB 1 SUPPORTS:

- **Thousands of local projects** to increase safety, improve freight mobility, reduce congestion, and provide robust transit, bicycle and pedestrian options;
- **17,000 miles of pavement repairs/** replacements on state-owned roads;
- **500 bridge** repair or replacement projects;
- More than **68,000 jobs** annually; and
- An average of **\$18 billion per year in economic activity**.

KEEPING THE PROMISE OF SB 1

SB 1 has made a significant dent in our funding deficit for repairing, replacing and rebuilding transportation infrastructure. However, continued investment in the future will be needed to ensure our transportation system in good and safe condition, and capable of meeting our growing economic and quality of life needs. Policy makers must keep the promises of SB 1 and continue to build on its success to keep our state's people and businesses moving into the future.