

The Road Repair and Accountability Act of 2017 (SB 1)

- **\$5 billion annually in new Transportation Funds for the following purposes:**
 - \$3 billion to fix state and local roads, split “50/50” between state and local governments.
 - \$750 million for transit operations and capital improvements.
 - \$400 million for bridge repair and maintenance.
 - \$300 million for Trade Corridors.
 - \$250 million for Congested Commute Corridors.
 - \$200 million for Local Partnerships for “self-help” counties.
 - \$100 million for the Active Transportation Program.
 - \$25 million for Freeway Service Patrol.
 - \$25 million for SB 375 regional and local planning.
 - \$7 million for UC and CSU Transportation Research.
 - One-time loan repayments with \$236 million for transit capital, up to \$20 million for planning, \$225 million for state highway maintenance, and \$225 million for local streets and roads maintenance.

- **Revenues Sources** (Most drivers’ increased costs will be \$10 per month):
 - Gasoline Excise Tax: 12 cents per gallon, starting November 1, 2017.
 - End BOE Annual Adjustment: July 1, 2019.
 - Diesel Excise Tax Increase: 20 cents, starting November 1, 2017.
 - Diesel Sales Tax Increase: 4%, starting November 1, 2017.
 - Transportation Improvement Fee: \$25-\$175 per vehicle, starting spring of 2018.
 - \$25 – Cars valued under \$5,000 (46% of all cars)
 - \$50 – Cars valued between \$5,000 and \$25,000 (41% of all cars)
 - \$100 – Cars valued between \$25,000 and \$35,000 (7% of all cars)
 - \$150 – Cars valued between \$35,000 and \$60,000 (5% of all cars)
 - \$175 – Cars valued over \$60,000 (1% of all cars)
 - Zero Emissions Vehicle Fee: \$100 per vehicle, starting in 2020.
 - Caltrans Efficiencies: \$100 million in savings.

- **Constitutional Amendment:** Provide Constitutional protection to ensure revenues not diverted away from transportation purposes.