

## Our Track Record

Our efforts to create new funds for transportation and prevent state borrowing of those funds have put Transportation California in the forefront of transportation advocacy. We have:

- Taken a lead role in working for stable new revenue sources to fund California's transportation needs;
- Helped lead the continuing effort to preserve transportation funding in the State Budget in the face of unprecedented fiscal crises in California;
- Based on successful efforts in 2006, we have continued our partnership with the California Alliance for Jobs to win overwhelming approval of Proposition 1A to safeguard transportation funds and Proposition 1B to provide more than \$19 billion in bond money for transportation;
- Played a key role in passing Proposition 42 (sales tax on gasoline) to increase funds for transportation projects and spearheaded the Fund Proposition 42 Coalition in 2004 and 2005;
- Passed Proposition 2, a measure which prevents diversion of gas tax funds to non-transportation purposes;
- Supported passage of AB 1012 to expedite delivery of transportation projects;
- Led the fight for Proposition 192 to support earthquake retrofitting;
- Negotiated the 2010 "gas tax swap" which removed transportation from the General Fund and actually increased revenue for basic transportation programs; and
- Became actively involved in holding transportation funding harmless as part of the 2011 gas tax swap re-enactment.

## The Transportation California Team

To tackle the challenge of securing a major new revenue stream for transportation infrastructure, Transportation California has reinvigorated its Board and management structure.

Transportation California's Chair is **John Franich**, and **Jose Mejia** of the California State Council of Laborers serves as Vice Chair. **Linda Clifford** of C.C. Myers, Inc. is Treasurer and **Tim Cremins** of the International Union of Operating Engineers (IUOE) is Secretary. **Robert Sears** of Vulcan Materials and **William Dorey**, formerly of Granite Construction, also sit on the Transportation California Executive Committee.

**Mark Watts** of Smith Watts and Company – the premiere transportation lobbyist in Sacramento – continues as legislative advocate.

For a complete list of Members, visit:

[www.transportationca.com](http://www.transportationca.com).



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## The Continuing Fight for Essential Funding

For more than two decades, Transportation California has spearheaded efforts to protect and enhance funding for transportation infrastructure in the Golden State. Uniquely, marshaling the resources of the construction industry, key labor organizations and the business community, Transportation California has established itself as an authoritative voice on transportation issues and a driving force behind key measures to promote infrastructure investment.

Despite the many successes of Transportation California and its allies over the past two decades, investment in transportation infrastructure continues to fall woefully short of meeting basic needs to serve the State's growing population and dynamic economy. Estimates place the annual shortfall at tens of billions of dollars. Clearly, small incremental gains are not going to be sufficient to do the job. Substantial new revenue streams must be put in place and sequestered from the annual fiscal turmoil that plagues California's budget process.

## The Challenge Ahead

Transportation California and other stakeholders have launched an intensive effort to educate public officials, opinion leaders and the motoring public about the consequences of inaction and the need to bring user fees up to the level where they can support rehabilitation of the state's crumbling transportation infrastructure.

The logical source for new transportation revenues is user fees. Not counting the 2010 "gas tax swap," which merely exchanged the State sales tax on gasoline for a comparable excise tax levy, the gas tax has remained static at 18 cents since it was last raised in 1994. While there traditionally has been resistance to increasing the gas tax, there are other potential user fees that should be considered.

The case for substantially increased user fees is compelling. The average motorist pays upwards of \$800 a year in repairs, wear and tear, and reduced gas mileage due to poorly maintained roads – add congestion delays and the cost goes higher.

The inability to move people, goods and services efficiently is undermining our economy. The Federal Highway Administration calculates that every dollar invested in transportation infrastructure produces \$5.20 in benefits.

California cities rank among the most severely congested in the nation.



## Making the Sale

Transportation California has been working for over a year to lay the groundwork for a major push to move forward with a new revenue source that will end hand-to-mouth funding and put the construction industry to work building a transportation system of the future.

- We have built a strong coalition of industry stakeholders to achieve our objectives;
- Scores of meetings have been held with legislative leaders and other key lawmakers;
- Presentations have been made to dozens of industry and business groups;
- We have partnered with key labor organizations, who have been enlisted in the effort;
- Other stakeholders, including automobile clubs, have been engaged in productive discussions; and
- A constructive dialogue has been established with the environmental community to create a formidable coalition.



Aging bus and rail fleets require maintenance or replacement.



Many of California's highways, streets and roads are more than a half-century old.

- Extensive opinion and substantive research have been done to identify key messages and concepts that will resonate in the Capitol and with voters.
- Legislative measures are being developed to make sure that any new revenues will be guaranteed for hard-core transportation purposes and not sidetracked or diverted, and that funds will be spent more efficiently.

Every step of the way has confirmed that we are on the right track. There is growing consensus on the logic of our case and the need to get transportation funding on a sound footing once and for all. Now, it is imperative that we follow-up on all fronts – building the strongest possible coalition, educating the public and convincing elected officials that action is imperative.