

Transportation California

Building For The Future

Transportation California is a non-partisan, non-profit coalition representing a broad spectrum of business, labor and planning agencies who have united to create the State's leading transportation advocacy and public education group. Our mission is to ensure that there will be adequate resources to maintain and enhance the State's road and transportation infrastructure. The coalition has played a key role in passing every major statewide transportation funding measure in the last decade:

- Proposition 42 (sales tax on gasoline) and Proposition 1A to protect that source of funding (2006)
- Proposition 1B, the \$19.9 billion transportation bond package (2006)
- Supported passage of Proposition 35 for more State flexibility in designing projects (2000)
- AB 1012 to expedite delivery of transportation projects (1999)
- Proposition 2 to prevent diversion of highway funds (1998)
- Proposition 192 for earthquake retrofitting (1996)

Transportation California continues to work to protect these gains and develop additional funding to ensure that California meets its transportation needs – now and in the future.



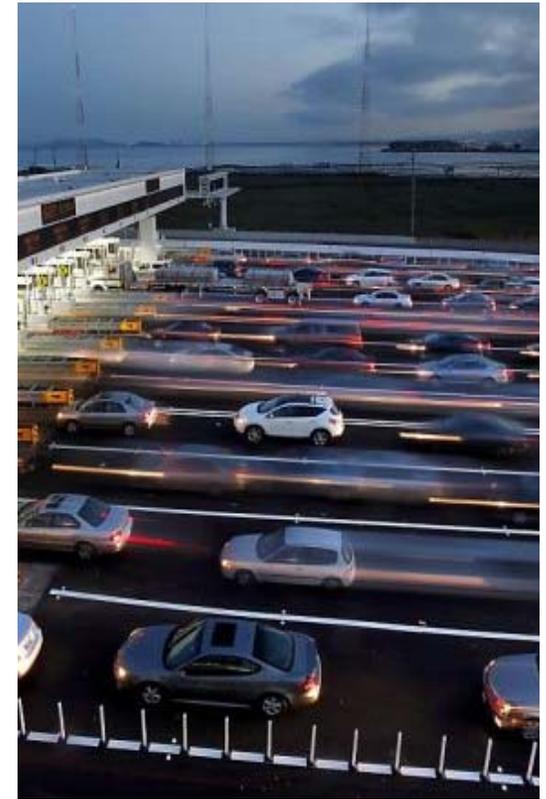
For More Information

Visit www.transportationca.com for more information on Transportation California (refer to "Facts About Transportation" for a more detailed discussion of the overview presented in this brochure).

For questions about membership and advocacy, contact:

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Principal Information Sources:
California Transportation Commission
Governor's Strategic Growth Plan
Texas Transportation Institute
TRIP – The Road Information Program



Investing in Transportation

THE ROAD TO A BETTER CALIFORNIA





California has the world's sixth largest economy. Wholesale trade and transportation is our State's largest economic sector. Our roadways annually carry 1.3 billion tons of freight, more than 12 percent of the national volume. Freight is growing, and so is our population. We have 38 million people today, and will have 44 million by 2020 and 60 million by 2050.

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California's Challenge

California has not kept up with growth or demands on its transportation system. In the last 10 years, automobile travel has grown 10 times faster than new lane capacity. As a result, pavement conditions in the State are rated second worst in the country, and California has the nation's most congested roads. About 75 percent of our urban highways are congested and five California cities rank in the top 13 most congested urban areas in the country. Caltrans anticipates a 35 percent increase in congestion over the next 10 years.

With these pressures, the list of needed transportation projects continues to grow. The California Transportation Commission estimates the backlog at nearly \$300 billion over the next 10 years.

California is making bold moves to catch up. Propositions 42 (sales tax on gasoline) and 1A have stabilized basic State mobility funding (although congestion reports say we need more) and 1B provides a much-needed infusion of \$19.9 billion over 10 years to address congestion, goods movement, potholes and transit. Even with this, transportation remains seriously underfunded in California.

What Needs To Be Done

We need to keep up with growth and give California's motorists and commerce more mobility. This will require investment and new solutions in every area of transportation with such measures as:

- **Improving upkeep and maintenance to preserve our existing investment;**
- **Increasing lane capacity where appropriate and feasible;**
- **Investing in goods movement and trade corridors;**
- **Improving public transportation and offering 21st century alternatives;**
- **Expediting project delivery.**



Transportation is funded through a combination of State and federal fuel taxes, the State sales tax on gasoline and bond funding, local sales taxes and other fees. Nearly half of new transportation funding in the State comes from locally-raised funds.

The Return On Our Investment

As ambitious as California has been, the State needs to do more. The Governor, in proposing his Strategic Growth Plan, acknowledged that Proposition 1B funds were a down payment on the future – a beginning, not an end. We need to continue the momentum.

Investing in transportation pays off in highly beneficial ways, including jobs. Every \$1 billion invested in transportation creates at least 18,000 jobs. The investment will pay off dramatically in improved mobility and a healthier transportation infrastructure throughout the State, enabling California residents to save the time and dollars they now waste in congestion. Poor quality roads now cost the average California motorist more than \$550 a year in extra vehicle operating costs. Greater mobility also improves business productivity and supports economic growth, as industry is able to get goods to and from ports, and throughout regions and the State more efficiently.

Delaying maintenance and construction has a significant cost. Not repairing poor roads leads to roadbed deterioration. Rebuilding roads in this state of disrepair can cost four times as much as renovating a road in fair condition. Delaying needed repair increases the construction cost because of the continuing rise in the cost of materials, notably steel, cement and aggregates.

