For the past 28 years, California’s excise tax on gasoline has remained the same. Inflation and dramatic increases in fuel-efficient cars have devastated the value of the gas tax over that time period. The result — highways and roadways have not been maintained and, in some instances, resemble a third world country’s infrastructure.

The legislature has studied, reviewed and planned to find ways to improve California’s aging infrastructure. If the legislature had a face, it would be blue. But now, FINALLY, there’s a plan for consideration. And, best yet, both Governor Brown and the Democratic leaders actively support it too.

SCCA and its members actively helped to bring transportation funding to the forefront. We’ve hosted receptions for legislators. Held legislative days. Conducted private meetings with key legislators. Throughout them all, our message has remained the same – California urgently needs to invest in its aging infrastructure.

Last week we participated with the governor and many legislators in unveiling a $52 billion transportation plan. It was a watershed moment not only because Governor Brown and legislative leaders were united in their efforts, but because the plan would pump billions of dollars into the construction industry.

But the plan does have detractors. People are saying we shouldn’t trust the state with these funds because they’ll shift them for other purposes. Sure California has a history of transportation funding theft, but this plan prevents the legislature from stealing them by concurrently proposing a constitutional amendment to protect future legislatures from stealing them. Al Gore’s proverbial “lockbox” is fully utilized in the proposal.

That the April 6th deadline to strike a transportation funding deal is still on the table.

Fact Check - TRUE!

The legislature continues to work toward a transportation funding deal that can be passed by April 6th. Even Assemblymember Calderon mentioned this deadline when we met with him during SCCA’s Lobby Day in Sacramento. We expect a final vote by the end of the week.
SCCA Joins CA State Council of Laborers to Support AB 1066

SCCA is actively assisting an industry partner with the passage of AB 1066 by Assemblymember Cecilia Aguiar-Curry (D – Winters). The bill adds the term “tree trimming” to the definition of a public works demolition project. This needed change follows an unexpected circumstance after the Lake County fires in 2015.

Following the fire, crews set out to remove the felled, and in many cases, hazardous, trees. Funds that were going to pay for their removal/demolition were 100% public from the federal, state, and local governments. It was safe to assume that this was a public works project and would conform to all the necessary requirements, including prevailing wage rates.

Unfortunately, the Department of Industrial Relations asserted that the work does not constitute “demolition” because “trees are not things previously constructed.”

This created some challenges in completing the work; thus, Assemblymember Aguiar-Curry’s AB 1066 to clarify the law. This change will clarify the definition of “public works demolition” and will avoid any costly delays or misunderstandings.

We all know the benefits of prevailing wage rules in the construction industry — higher skilled workers are more efficient and generally avoid jobsite accidents.

Additionally, this clarification is consistent with existing public works policy. The main determination for a public works construction project is the expenditure of public funds. It makes no policy sense that a public agency using public funds for tree removal work should not be a public work. AB 1066 clarifies that if public funds are used for this type of work, then it is indeed a public work.

AB 1066 saves the taxpayers funds by clarifying the definition of public works, promotes safety in the construction field and does so within the confines of existing public works law.
SCCA recently joined members of the Fix Our Roads Coalition and met with Assemblymember Quirk-Silva (D – Orange County) to urge support for Transportation Funding. The coalition consists of many business, labor and transportation related public entities.

Due to California’s underinvestment in infrastructure, our road repairs only receive 50% of the funding they did in 1994. This, coupled with inflation, more fuel-efficient cars, and the increased use of electric and hybrid vehicles have all contributed to the decreased transportation funding over the years.

As you know, we have clearly seen the results of the lower investment with the recent storms creating havoc on our roads, highways, and bridges. Unfortunately, due to poorly maintained roads and minor repairs, we are now facing major disasters and repairs.

In our meeting, we stressed that SB 1 provides critically-needed funding that will allow CalTrans and local governments to improve roads and highways and to begin to make a dent in the $130 billion backlog of upgrades and maintenance in California.

Under SB 1, Orange County and the cities in this county will receive more than $175 million each year for road and bridge maintenance and other repairs.

Finally, we made sure that Assemblymember Quirk-Silva clearly understood our desire for a constitutional amendment to protect new transportation revenues. The time for stealing them and using them for other programs have long past.

Road Repair and Accountability Act of 2017

- About two-thirds of the new revenue generated is from fuel taxes paid by drivers as they use the roads
- The proposal ends the annual Board of Equalization Gas Excise “tax swap” adjustment that has varied from 9.8-21.5 cents in recent years. The rate will be adjusted prospectively by the Consumer Price Index
- The adjustment will stabilize available funding going forward
- About one-third of the new funding will come from a Transportation Improvement Fee on vehicles
- The Transportation Improvement Fee, which is based on the value of the vehicle, combined with the Gas Excise Tax equates to less than $10 a month for most car owners
- Zero-Emission Vehicle Fees (ZEV fee) will pay $100 annually starting July 1, 2020 so the expanding fleet of ZEVs will pay a portion for their use of the roads. Gasoline-Electric hybrid vehicles (partial ZEVs) are excluded from this fee

This Proposal will Strengthen the Economy, Expand Trade and Create Good-Paying Jobs in California

www.fixcaroads.com
California’s highway and bridge repair and rehabilitation backlog is more than $6 billion annually

California ranks 45th nationally in overall highway condition

As recently as 2016, 41% of the highways and pavement in California require rehabilitation, replacement or preventative maintenance

More than 500 bridges in California currently require major repair and nearly 400 of them are considered “structurally deficient” according to the Federal Highway Administration (FHWA)

There’s a price to be paid for neglect. California’s crumbling roads cost drivers $762 each year in vehicle repairs

California has not increased funding for transportation in 23 years. As a result, road repairs now receive only 50% of the funding they did back in 1994

Other states have acted, since just 2013, nineteen other states – governed by Republicans and Democrats – have acted to increase funding for transportation

This proposal is the largest investment in the state’s history to fix roads and invest in transportation improvements, including public transit

The revenue will be constitutionally protected so that funds raised must go toward transportation; revenue will come from a mixture of funding sources

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<th>STATEWIDE INVESTMENT PROGRAMS (50%)</th>
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<td>Bridge and Culvert Repair</td>
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<td>Trade Corridor Investments</td>
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<td>Parks Funding for Ag, Off-Highway Vehicle &amp; Boating</td>
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<td>STIP (State Share)</td>
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<td>California Public Universities Transportation Research</td>
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<th>Local or Regional Investment Programs (50%)</th>
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This Proposal will Strengthen the Economy, Expand Trade and Create Good-Paying Jobs in California
URGENT: CALL YOUR LEGISLATORS TODAY!

URGE THEM TO SUPPORT SB 1 AND A CONSTITUTIONAL AMENDMENT TO FIX OUR ROADS!

The Governor and legislative leaders recently unveiled the Road Repair and Accountability Act of 2017 that generates $5 billion annually in new revenues to fix our roads, coupled with strong accountability provisions to protect taxpayers and make sure funds are used only for road repairs. We are urging legislators to SUPPORT SENATE BILL 1 (Beall) and the companion constitutional amendment before they leave for spring recess on April 6th.

Please call your legislators TODAY and urge them to support SB 1 and the companion constitutional amendment.

Use the following link to find your State Senator and Assembly member and their phone number: www.fixcaroads.com/call/

Use the following talking points when you call:

- State your name and city.
- I am your constituent.
- I strongly urge you to support Senate Bill 1 and the companion constitutional amendment – the transportation funding package put together by Governor Brown and legislative leadership.
- The roads in our community are crumbling and need repair.
- For too long, the legislature has neglected to increase transportation funding.
- Bad roads cost us all -- motorists pay more than $700 a year in vehicle repairs because of the poor condition of our roads.
- Please support SB 1 and the constitutional amendment to fix our roads. This package will bring money to our district to fix our roads.
- The longer we delay, the more we all pay.

For more information visit www.FixCARoads.com
Contractors State License Board Issues Warning Regarding Unlicensed Pavers

Recently, the Contractors State License Board (CSLB) responded to a complaint about possible transient criminals who are targeting California residents.

In their release, CSLB states, “This winter’s heavy rains have left many asphalt roads and driveways crumbling or covered with potholes. That’s made the state fertile ground for a long-standing construction scam, families of unlicensed paving and seal coating contractors sweeping in from out-of-state and taking advantage of unsuspecting homeowners.”

CSLB investigators responded quickly to the accusations of fraud, working with a potential victim to identify suspects, which ultimately led to arrests. “With heavy rain around the state this winter, it’s especially likely other groups of transient criminals are out there,” said CSLB Registrar Cindi Christenson. “Always be wary when someone shows up uninvited at your front door and says they’ve got a ‘great deal’ with leftover materials.”

It’s good to know that the CSLB conducts more business than collecting licensing forms and depositing checks. They do try to enforce the law to keep unlicensed contractors from defrauding owners. Click here to learn more about their recent sting.

SCCA Supports Senate Constitutional Amendment 2 by Senator Josh Newman

SCCA has taken an official support position of Senate Constitutional Amendment (SCA) 2 by Senator Josh Newman (D – Fullerton).

SCA 2 proposes to constitutionally protect any additional transportation infrastructure funding. Regrettably, California has a long history of redirecting transportation funding during times of economic downturns, making SCA 2 incredibly important as the legislature considers new transportation funding.

The proposal does not, in any circumstance, allow the state to borrow transportation funding in order to shore up other state accounts. This has been a serious priority for SCCA members over the years.

It should also be noted that the general policy proposed in SCA 2 is very similar to Proposition 22 from 2010. That initiative also locked away transportation and other funding. The voters spoke loud and clear in support of Proposition 22 by passing it with 60% of the vote.

Californians want their transportation funding used for transportation purposes. The policy and intent of SCA 2 is critical to ensuring that any transportation funding deal struck by the Legislature is used for transportation needs only.

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Save the Date

SCCA PAC AUCTION & CASINO NIGHT

Saturday, May 6, 2017
5:30pm-11:30pm
QUEEN MARY
1126 Queens Way, Long Beach, CA 90802

HELP SUPPORT THE SCCA PAC
Donate • Sponsor
Attend • Bid!