

Date of Hearing: April 5, 2021

ASSEMBLY COMMITTEE ON TRANSPORTATION

Laura Friedman, Chair

AB 1047 (Daly) – As Introduced February 18, 2021

SUBJECT: Road Repair and Accountability Act of 2017: reporting internet website

SUMMARY: Requires the California Transportation Agency to improve the capability of its SB 1 internet website to provide a comprehensive one-stop reporting interface to the public.

Specifically, **this bill:**

- 1) Requires the interface to provide timely fiscal information compiled from data provided by each administering agency regarding the development and implementation status of each transportation program or project funded, at least in part, by revenues from the Road Repair and Accountability Act of 2017, or SB 1 (Beall) Chapter 5, Statutes of 2020.

EXISTING LAW:

- 1) SB 1 increases several taxes and fees to raise the equivalent of roughly \$54 billion over ten years in new transportation revenues and makes adjustments for inflation every year; directs the funding to be used towards deferred maintenance on state highways and local streets and roads, and to improve the state's trade corridors, transit, and active transportation facilities..

FISCAL EFFECT: Unknown

COMMENTS: One of the key commitments the Legislature made with the enactment of SB 1 was to provide more accountability and transparency to the public to ensure that the funding is used as intended. The Administration set up a website <http://rebuildingca.ca.gov/> that provides background on the programs SB 1 funds, and information on how the funds have been spent at both a high-level and project-level, and the number of jobs created. However, many have expressed concerns that tracking how SB 1 funds are spent is not readily available in one, easily accessible location. While, the best tool available to the public is the Rebuilding CA website, it can be difficult for the public to navigate and understand, especially the project map <http://rebuildingca.ca.gov/map.php>.

In order to provide greater transparency for the public, the site should provide a more holistic view of how transportation funding is being used to help individual communities. In addition, the information provided on the website is not up to date. For example, much of the project specific information on the website has not been updated since August 2020.

The bill ensures that the website provides data that already exists in a more user-friendly and easily accessible format, as opposed to requiring the Department of Transportation (Caltrans) or other entities to provide data that is not already generated.

The bill currently does not specify improvements that would be made to the website. According to the author's office, the bill will eventually include more prescriptive language on what changes need to be made and specify information to include on the website to ensure it is a valuable tool for the public. Specifically, some of the SB 1 metrics being considered include: total

projects, total dollars allocated, total dollars expended, total jobs created, total bike lanes built, total pedestrian facilities built, total transit improvements, and total GHG reductions.

It is important to note that Agency and Caltrans have committed to working with the sponsors of the bill to define what improvements will be made, and the intent is that amendments will be made to reflect those changes after the bill leaves this committee.

The bill does not include a deadline as to when the improvements will be completed. In part, this may reflect that improving the website will be an iterative process; however, as amendments are developed to define the specific improvements that will be made, it would also be reasonable to consider requiring that the improvements be completed by a specific date.

According to the author, “Despite various SB 1 reporting programs already in place, it can be challenging for the public to understand the full impact SB 1 is having across the State. To retain the trust of the public and safeguard the bold action taken by the State in enacting SB 1, it is important to further enhance the reporting requirements of all SB 1 related programs.”

Previous legislation: SB 992 (Beall) of 2020 would have required the Transportation Agency to oversee the development and implementation of a comprehensive one-stop reporting interface for SB 1 project funding that was available to the public through an internet website maintained by the agency. The bill died in the Senate Transportation Committee due to COVID-19-related bill limitations.

REGISTERED SUPPORT / OPPOSITION:

Support

American Automobile Association of Northern California, Nevada & Utah
Associated General Contractors-California Chapters
Automobile Club of Southern California
California Asphalt Pavement Association
California Construction & Industrial Materials Association
Northern California Carpenters Regional Council
Transportation California

Opposition

None on file

Analysis Prepared by: Farra Bracht / TRANS. / (916) 319-2093