



MYTH BUSTER: The Cortopassi Ballot Measure DOES Impact Local Projects

The Cortopassi ballot measure is a self-interest abuse of the initiative process that would mandate a **statewide** vote for some **local infrastructure projects**; empowering one region of the state to reject infrastructure priorities of communities in other regions of the state. Here is why:

Locally-controlled JPAs created to address local infrastructure priorities are covered

- While Section 1.6 (a) of the initiative excludes cities, counties and special districts, it explicitly includes local “Joint Powers Authorities (JPAs) or similar bodies that are *created by the State or in which the State is a member.*”

Small projects, under \$2 Billion threshold, but connected to larger projects are also covered

- Section 1.6 (b) requires projects that are “allegedly separate” also require a statewide vote, even for local projects. Allegedly separate is defined by the measure as projects that are “geographically proximate,” “physically joined or connected,” or “cannot accomplish [their] state purpose without the completion of another allegedly separate project.”

Below are examples of local projects that could require a statewide vote under the Cortopassi measure:

Water Supply and Storage

- **Sites Reservoir** – Colusa County
- **Temperance Flat Dam** – Fresno, Kings, Madera, Tulare and Merced Counties
- **Shasta Dam** – Shasta County
- **Los Vaqueros Reservoir** – Contra Costa County

Regional Rail Upgrade and Expansion

- **Transbay Terminal** – San Francisco
 - Regional transit hub connecting eight Bay Area counties currently under construction, which is managed and financed by the Transbay Joint Powers Authority, a JPA created in part by CalTrans.
- **Capitol Corridor** – Alameda, Santa Clara, Contra Costa, Solano, Sacramento, Yolo & Placer Counties
 - Managed and operated by the Capitol Corridor Joint Powers Authority which runs commuter rail service spanning 148 miles across 7 Northern California counties. The JPA was created by the state.

Regional Rail Upgrade and Expansion (cont.)

- **LOSSAN Rail Corridor** – San Luis Obispo, Santa Barbara, Ventura, Los Angeles, Orange, San Diego counties
 - LOSSAN Rail Corridor Agency is a JPA created by the state and in which state officials are members. Manages 351 miles of rail service across 6 Southern California and Coastal counties with at least \$6 billion in needed rail improvements over the next 20 years.

Bridge Repairs

- **Bay Area bridges** – Alameda, Contra Costa, Marin, San Francisco, San Mateo, Solano counties
 - Managed and operated by the Bay Area Toll Authority which was created by the state.
- **Coronado Bridge** – San Diego County
 - Managed and operated by San Diego Toll Authority which the state now manages.

Airport Expansion

- **San Diego International Airport** – San Diego County
 - Owned and operated by the San Diego Regional Airport Authority, a local entity similar to a JPA created by the state.

Road Construction

- **Toll Roads** - Orange County
 - Four separate toll roads, managed by two JPAs created by the state via legislation passed in 1987.

Education

- **University of California** - \$13.3 billion planned capital expenditures in recent Capital Plan, and four campuses each have projects planned that meet the measure's \$2B threshold on their own:
 - **UC Davis**
 - **UC San Diego**
 - **UC Irvine**
 - **UC San Francisco**
 - Additionally, all 10 UC campuses have planned improvements to local medical centers, student housing, classrooms and research facilities. These local projects could each require a statewide vote if considered "allegedly part of" the University of California's larger capital improvement plan.
- **California State University** - \$9 billion in planned capital facilities needs statewide
 - Each of the 23 CSU campuses have plans to construct more classrooms, student health clinics, research labs and student housing. These local projects could each require a statewide vote if considered "allegedly part of" the larger CSU capital improvement plan.

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