

"Placerville, a Unique Historical Past Forging into a Golden Future "



City Manager's Report
August 25, 2015 City Council Meeting
Prepared By: M. Cleve Morris

Item#: 8.5

Subject: Adopt a Resolution Urging the State to Provide New Sustainable Funding for State and Local Transportation Infrastructure

Discussion: In response to the Governor's Proclamation calling an Extraordinary Session on Transportation and Infrastructure, the League of California's Board of Directors formally adopted a resolution urging Governor Jerry Brown and the legislature to provide new sustainable funding for state and local transportation infrastructure. The League and many cities have been actively lobbying this year for a significant investment in transportation infrastructure.

An organization called Fix our Roads provides the following statistics regarding California's roads:

California's network of roads and highways are critical to our quality of life and economy, yet the condition of our deteriorating network of roads is staggering:

- Our crumbling roads cost motorists nearly \$600 a year per driver for vehicle maintenance.
- California has the second highest share of roads in "poor condition" in the nation.
- 58% of state roads need rehabilitation or pavement maintenance.
- California has 6 of 10 cities with the worst road conditions in the nation.
- 55% of local bridges require rehabilitation or replacement.
- Nearly 70% of California's urban roads and highways are congested.
- Without additional funding, 1/4 of local streets and roads will be in failed condition by 2024.

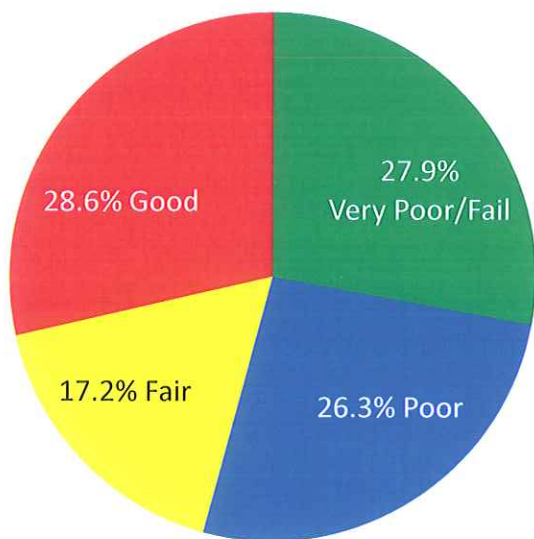
Our state lacks adequate funding to address these critical deficiencies:

- Local streets and roads face an estimated shortfall of \$78 billion in deferred maintenance and an annual shortfall of \$7.8 billion.
- Caltrans faces a \$59 billion backlog in deferred maintenance and an annual shortfall in the State Highway Operation and Protection *Program (SHOPP)* of \$5.7 billion.

Specifically, the City of Placerville's Pavement Management Study, completed in 2014, paints an even more serious picture:

- On a scale of 1 (failed) to 100 (excellent) the City's pavement condition index average is 48.
- 54.2% of the City's roads are either poor or failing.
- Deferred Maintenance is over \$18 million.
- To maintain the current condition we would need to spend approximately \$1,000,000 per year.
- In order to improve, we need to spend between 1.5 and 2 million per year for 20 years.

Pavement Conditions Summary



The league of California Cities is encouraging cities to adopt a resolution supporting a potential funding program by the state. Attached are documents outlining that program, which includes the following:

- A 10 cent increase in the excise tax on gasoline and diesel;
- \$35 Vehicle Registration Fee (VRF) increase for all vehicles;
- A \$100 VRF increase for zero-emission vehicles;
- Payback of outstanding transportation loans over a three-year period; and
- Truck Weight Fees would be returned to the transportation fund over a five-year period (20 percent annually). The general fund would be backfilled by a 0.35 percent increase in the VLF over the five-year period (raised in 0.07 percent increments over the five-year period).

Under this program, the City could receive approximately \$480,000 each year. The bill, as proposed, is a temporary measure that would run for five years. Although this does not provide the amount needed to maintain our roads, it would be a significant increase over what we currently have.

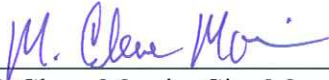
Options:

1. Adopt the Resolution as proposed.
2. Make amendments to the Resolution and adopt.
3. Do not adopt the Resolution.

Cost: The only cost at this time is the cost of research and preparation of the Resolution.

Budget Impact: N/A

Recommendation: Adopt a Resolution Urging the State to Provide New Sustainable Funding for State and Local Transportation Infrastructure



M. Cleve Morris, City Manager

Attachments:

1. *Resolution*
2. *League Information*
3. *Senate Proposal*
4. *Potential funding*

RESOLUTION NO _____

**RESOLUTION OF THE CITY COUNCIL OF THE
CITY OF PLACERVILLE, URGING THE STATE TO PROVIDE NEW SUSTAINABLE
FUNDING FOR STATE AND LOCAL TRANSPORTATION INFRASTRUCTURE**

WHEREAS, Governor Edmund G. Brown, Jr. has called an extraordinary session to address the immense underfunding of California's transportation infrastructure; and

WHEREAS, cities and counties own and operate more than 81 percent of streets and roads in California, and from the moment we open our front door to drive to work, bike to school, or walk to the bus station, people are dependent upon a safe, reliable, local transportation network; and

WHEREAS, the City of Placerville has participated in efforts with the California State Association of Counties, League of California Cities, and California's Regional Transportation Planning Agencies to study unmet funding needs for local roads and bridges, including sidewalks and other essential components; and

WHEREAS, the resulting 2014 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating as predicted in the initial 2008 study; and

WHEREAS, the results show that California's local streets and roads are on a path of significant decline. On a scale of zero (failed) to 100 (excellent), the statewide average pavement condition index (PCI) is 66, placing it in the "at risk" category where pavements will begin to deteriorate much more rapidly and require rehabilitation or rebuilding rather than more cost-effective preventative maintenance if funding is not increased; and

WHEREAS, the results of the City of Placerville's 2014 Pavement Management Report for Streets and Roads show that the condition of our roads is even worse with an average pavement index of 48 and deferred maintenance of \$18.4 million dollars, placing them in the "Poor" category; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in "failed" condition and over 60% of the City of Placerville's streets and roads will be in a "poor" or "failed" condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66, and much more revenue to operate the system with Best Management Practices, which would reduce the total amount of funding needed for maintenance in the future; and

WHEREAS, the City of Placerville needs an additional \$1 million each year for the next 20 years just to maintain the current pavement condition.

WHEREAS, models show that an additional \$3 billion annual investment in the local streets and roads system is expected to improve pavement conditions statewide from an average “at risk” condition to an average “good” condition; and

WHEREAS, the City of Placerville model shows that an additional \$1.3 million annual investment is needed for the next 20 years to improve our pavement condition from a “poor” category to a “good” category

WHEREAS, if additional funding isn’t secured now, it will cost taxpayers twice as much to fix the local system in the future, as failure to act this year will increase unmet funding needs for local transportation facilities by \$11 billion in five years and \$21 billion in ten years; and

WHEREAS, modernizing the local street and road system provides well-paying construction jobs and boosts local economies; and

WHEREAS, the local street and road system is also critical for farm to market needs, interconnectivity, multimodal needs, and commerce; and

WHEREAS, police, fire, and emergency medical services all need safe reliable roads to react quickly to emergency calls and a few minutes of delay can be a matter of life and death; and

WHEREAS, maintaining and preserving the local street and road system in good condition will reduce drive times and traffic congestion, improve bicycle safety, and make the pedestrian experience safer and more appealing, which leads to reduce vehicle emissions helping the State achieve its air quality and greenhouse gas emissions reductions goals; and

WHEREAS, restoring roads before they fail also reduces construction time, which results in less air pollution from heavy equipment and less water pollution from site run-off; and

WHEREAS, in addition to the local system, the state highway system needs an additional \$5.7 billion annually to address the state’s deferred maintenance; and

WHEREAS, in order to bring the local system back into a cost-effective condition, at least \$7.3 billion annually in new money going directly to cities and counties is critically needed.

NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF THE CITY OF PLACERVILLE strongly urges the Governor and Legislature to identify a sufficient and stable funding source for local street and road and state highway maintenance and rehabilitation to ensure the safe and efficient mobility of the traveling public and the economic vitality of California.

RESOLVED FURTHER, that the CITY OF PLACERVILLE strongly urges the Governor and Legislature to adopt the following priorities for funding California's streets and roads:

1. **Make a significant investment in transportation infrastructure.** Any package should seek to raise at least \$6 billion annually and should remain in place for at least 10 years or until an alternative method of funding our transportation system is agreed upon.
2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.
3. **Equal split between state and local projects.** We support sharing revenue for roadway maintenance equally (50/50) between the state and cities and counties, given the equally-pressing funding needs of both systems, as well as the longstanding historical precedent for collecting transportation user fees through a centralized system and sharing the revenues across the entire network through direct subventions. Ensuring that funding to local governments is provided directly, without intermediaries, will accelerate project delivery and ensure maximum accountability.
4. **Raise revenues across a broad range of options.** Research by the California Alliance for Jobs and Transportation California shows that voters strongly support increased funding for transportation improvements. They are much more open to a package that spreads potential tax or fee increases across a broad range of options, including fuel taxes, license fees, and registration fees, rather than just one source. Additionally, any package should move California toward an all-users pay structure, in which everyone who benefits from the

system contributes to maintaining it – from traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to commercial vehicles.

5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

6. **Strong accountability requirements to protect the taxpayers' investment.** Voters and taxpayers must be assured that all transportation revenues are spent responsibly. Local governments are accustomed to employing transparent processes for selecting road maintenance projects aided by pavement management systems, as well as reporting on the expenditure of transportation funds through the State Controller's Local Streets and Roads Annual Report.

7. **Provide Consistent Annual Funding Levels.** Under current statute, the annual gas tax adjustment by the Board of Equalization is creating extreme fluctuations in funding levels – a \$900 million drop in this budget year alone. A transportation funding package should contain legislation that will create more consistent revenue projections and allow Caltrans and transportation agencies the certainty they need for longer term planning.

The foregoing Resolution was introduced at a regular meeting of the City Council of the City of Placerville held on August 25, 2015, by Councilmember _____ who moved its adoption. The motion was seconded by Councilmember _____ The motion was passed by the following vote:

AYES:

NOES:

ABSENT:

ABSTAIN:

ATTEST:

Mayor, Patricia Borelli

City Clerk, Susan Zito, MMC

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

ALAMEDA COUNTY		47,985,036
ALAMEDA	3,476,582	
ALBANY	851,989	
BERKELEY	5,369,972	
DUBLIN	2,445,979	
EMERYVILLE	479,981	
FREMONT	10,247,106	
HAYWARD	7,004,773	
LIVERMORE	3,903,172	
NEWARK	2,030,462	
OAKLAND	19,703,714	
PIEDMONT	515,256	
PLEASANTON	3,342,942	
SAN LEANDRO	4,012,015	
UNION CITY	3,433,850	
ALPINE COUNTY		901,012
AMADOR COUNTY		4,275,416
AMADOR	9,882	
IONE	362,262	
JACKSON	213,706	
PLYMOUTH	49,137	
SUTTER CREEK	134,739	
BUTTE COUNTY		15,371,644
BIGGS	82,765	
CHICO	4,043,950	
GRIDLEY	308,321	
OROVILLE	731,113	
PARADISE	1,222,715	
CALAVERAS COUNTY		6,511,136
ANGELS CAMP	175,687	
COLUSA COUNTY		5,101,195
COLUSA	282,334	
WILLIAMS	245,367	
CONTRA COSTA COUNTY		37,148,150
ANTIOCH	4,870,500	
BRENTWOOD	2,504,495	
CLAYTON	512,419	
CONCORD	5,758,496	
DANVILLE	1,993,586	
EL CERRITO	1,102,022	
HERCULES	1,129,747	
LAFAYETTE	1,128,192	
MARTINEZ	1,687,873	
MORAGA	756,047	
OAKLEY	1,741,997	
ORINDA	827,603	
PINOLE	896,917	
PITTSBURG	3,036,451	
PLEASANT HILL	1,549,703	
RICHMOND	4,855,997	
SAN PABLO	1,470,049	
SAN RAMON	3,535,236	
WALNUT CREEK	3,046,333	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

DEL NORTE COUNTY		2,651,003
CRESCENT CITY	355,125	
EL DORADO COUNTY		13,786,787
PLACERVILLE	481,628	
SOUTH LAKE TAHOE	1,102,022	
FRESNO COUNTY		46,434,346
CLOVIS	4,675,278	
COALINGA	874,270	
FIREBAUGH	357,275	
FOWLER	269,157	
FRESNO	23,590,003	
HURON	369,765	
KERMAN	657,956	
KINGSBURG	534,609	
MENDOTA	513,563	
ORANGE COVE	505,511	
PARLIER	687,145	
REEDLEY	1,199,931	
SANGER	1,174,172	
SAN JOAQUIN	186,255	
SELMA	1,096,989	
GLENN COUNTY		6,211,941
ORLAND	351,511	
WILLOWS	297,615	
HUMBOLDT COUNTY		12,146,518
ARCATA	812,185	
BLUE LAKE	57,876	
EUREKA	1,248,244	
FERNDALE	66,065	
FORTUNA	547,968	
RIO DELL	154,732	
TRINIDAD	16,837	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

IMPERIAL COUNTY		20,756,346
BRAWLEY	1,269,290	
CALEXICO	1,855,873	
CALIPATRIA	376,674	
EL CENTRO	2,075,527	
HOLTVILLE	303,837	
IMPERIAL	1,312,160	
WESTMORLAND	111,817	
INYO COUNTY		7,482,846
BISHOP	178,111	
KERN COUNTY		44,263,934
ARVIN	925,374	
BAKERSFIELD	16,805,296	
CALIFORNIA CITY	686,916	
DELANO	2,491,044	
MARICOPA	53,987	
MCFARLAND	637,871	
RIDGECREST	1,314,264	
SHAFTER	798,871	
TAFT	426,726	
TEHACHAPI	664,452	
WASCO	1,196,819	
KINGS COUNTY		9,215,114
AVENAL	765,747	
CORCORAN	1,191,695	
HANFORD	2,529,293	
LEMOORE	1,164,885	
LAKE COUNTY		6,539,280
CLEARLAKE	699,498	
LAKEPORT	235,438	
LASSEN COUNTY		6,342,035
SUSANVILLE	850,982	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

LOS ANGELES COUNTY	284,616,586
AGOURA HILLS	1,069,996
ALHAMBRA	4,143,322
ARCADIA	2,630,724
ARTESIA	805,596
AVALON	174,772
AZUSA	2,251,305
BALDWIN PARK	3,733,524
BELL	1,783,494
BELLFLOWER	3,556,785
BELL GARDENS	2,150,423
BEVERLY HILLS	1,657,311
BRADBURY	49,503
BURBANK	4,962,644
CALABASAS	1,095,434
CARSON	4,498,722
CERRITOS	2,519,731
CLAREMONT	1,728,500
COMMERCE	621,354
COMPTON	4,564,604
COVINA	2,274,776
CUDAHY	1,190,872
CULVER CITY	1,869,873
DIAMOND BAR	2,791,725
DOWNEY	5,202,658
DUARTE	1,057,963
EL MONTE	5,785,947
EL SEGUNDO	781,257
GARDENA	2,834,182
GLENDALE	9,511,876
GLENDORA	2,417,064
HAWAIIAN GARDENS	728,459
HAWTHORNE	4,124,290
HERMOSA BEACH	903,597
HIDDEN HILLS	93,334
HUNTINGTON PARK	2,970,614
INDUSTRY	36,784
INGLEWOOD	5,454,155
IRWINDALE	79,013
LA CANADA FLINTRIDGE	988,603
LA HABRA HEIGHTS	283,340
LAKESWOOD	3,828,230
LA MIRADA	2,309,410
LANCASTER	7,314,695
LA PUENTE	1,983,795
LA VERNE	1,557,892
LAWNDALE	1,539,134
LOMITA	967,786
LONG BEACH	22,633,792
LOS ANGELES	187,342,533
LOS ANGELES MTA	
LYNWOOD	3,353,373
MALIBU	629,773
MANHATTAN BEACH	1,685,631

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

MAYWOOD	1,374,107
MONROVIA	1,829,337
MONTEBELLO	3,009,594
MONTEREY PARK	2,975,098
NORWALK	5,040,834
PALMDALE	7,121,577
PALOS VERDES ESTATES	650,041
PARAMOUNT	2,658,587
PASADENA	6,934,864
PICO RIVERA	3,078,542
POMONA	7,488,780
RANCHO PALOS VERDES	1,991,344
REDONDO BEACH	3,115,922
ROLLING HILLS ⁽²⁾	
ROLLING HILLS ESTATES	374,752
ROSEMEAD	2,642,437
SAN DIMAS	1,693,317
SAN FERNANDO	1,160,538
SAN GABRIEL	1,966,592
SAN MARINO	625,563
SANTA CLARITA	9,568,059
SANTA FE SPRINGS	823,394
SANTA MONICA	4,241,323
SIERRA MADRE	509,949
SIGNAL HILL	524,544
SOUTH EL MONTE	1,035,224
SOUTH GATE	4,704,010
SOUTH PASADENA	1,190,048
TEMPLE CITY	1,653,193
TORRANCE	6,849,812
VERNON	5,582
WALNUT	1,494,206
WEST COVINA	5,167,795
WEST HOLLYWOOD	1,740,213
WESTLAKE VILLAGE	407,419
WHITTIER	3,991,838

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

MADERA COUNTY		13,331,694
CHOWCHILLA	871,616	
MADERA	2,882,725	
MARIN COUNTY		10,802,705
BELVEDERE	99,510	
CORTE MADERA	449,099	
FAIRFAX	345,014	
LARKSPUR	567,230	
MILL VALLEY	652,282	
NOVATO	2,441,175	
ROSS	112,595	
SAN ANSELMO	583,060	
SAN RAFAEL	2,691,208	
SAUSALITO	347,530	
TIBURON	415,883	
MARIPOSA COUNTY		4,202,900
MENDOCINO COUNTY		9,752,021
FORT BRAGG	336,275	
POINT ARENA	22,922	
UKIAH	740,492	
WILLITS	233,425	
MERCED COUNTY		17,510,093
ATWATER	1,329,088	
DOS PALOS	231,046	
GUSTINE	258,406	
LIVINGSTON	642,858	
LOS BANOS	1,700,500	
MERCED	3,711,838	
MODOC COUNTY		6,130,052
ALTURAS	133,824	
MONO COUNTY		4,535,710
MAMMOTH LAKES	379,099	
MONTEREY COUNTY		19,882,228
CARMEL-BY-THE-SEA	187,674	
DEL REY OAKS	76,177	
GONZALES	416,981	
GREENFIELD	818,864	
KING CITY	604,426	
MARINA	1,287,271	
MONTEREY	1,401,879	
PACIFIC GROVE	717,524	
SALINAS	7,160,878	
SAND CITY	15,693	
SEASIDE	1,597,559	
SOLEDAD	1,297,565	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

NAPA COUNTY		7,504,417
AMERICAN CANYON	915,080	
CALISTOGA	245,687	
NAPA	3,604,824	
SAINT HELENA	276,386	
YOUNTVILLE	186,301	
NEVADA COUNTY		7,674,513
GRASS VALLEY	596,191	
NEVADA CITY	142,791	
TRUCKEE	744,838	
ORANGE COUNTY		93,416,200
ALISO VIEJO	2,285,345	
ANAHEIM	16,179,779	
BREA	1,939,736	
BUENA PARK	3,849,596	
COSTA MESA	5,361,096	
CYPRESS	2,286,717	
DANA POINT	1,707,729	
FOUNTAIN VALLEY	2,687,502	
FULLERTON	6,411,236	
GARDEN GROVE	8,034,827	
HUNTINGTON BEACH	9,309,745	
IRVINE	11,101,703	
LAGUNA BEACH	1,159,989	
LAGUNA HILLS	1,546,912	
LAGUNA NIGUEL	3,095,836	
LAGUNA WOODS	857,708	
LA HABRA	2,890,777	
LAKE FOREST	3,620,746	
LA PALMA	745,936	
LOS ALAMITOS	561,374	
MISSION VIEJO	4,608,343	
NEWPORT BEACH	3,974,636	
ORANGE	6,529,138	
PLACENTIA	2,393,044	
RANCHO SANTA MARGARITA	2,285,070	
SAN CLEMENTE	3,146,026	
SAN JUAN CAPISTRANO	1,703,474	
SANTA ANA	16,367,864	
SEAL BEACH	1,190,002	
STANTON	1,820,873	
TUSTIN	3,585,105	
VILLA PARK	288,556	
WESTMINSTER	4,314,114	
YORBA LINDA	3,169,360	
PLACER COUNTY		19,859,193
AUBURN	631,557	
COLFAX	91,412	
LINCOLN	2,068,253	
LOOMIS	308,504	
ROCKLIN	2,730,097	
ROSEVILLE	5,808,457	
PLUMAS COUNTY		5,049,110
PORTOLA	102,850	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

RIVERSIDE COUNTY		75,764,734
BANNING	1,387,421	
BEAUMONT	1,870,148	
BLYTHE	1,035,133	
CALIMESA	376,582	
CANYON LAKE	513,563	
CATHEDRAL CITY	2,417,567	
COACHELLA	1,996,285	
CORONA	7,280,564	
DESERT HOT SPRINGS	1,281,094	
EASTVALE	2,707,816	
HEMET	3,730,459	
INDIAN WELLS	235,347	
INDIO	3,828,276	
JURUPA VALLEY	5,815,328	
LAKE ELSINORE	2,594,947	
LA QUINTA	2,032,338	
MENIFEE	4,361,650	
MORENO VALLEY	9,116,398	
MURRIETA	4,869,128	
NORCO	1,252,225	
PALM DESERT	2,382,155	
PALM SPRINGS	2,197,913	
PERRIS	3,298,837	
RANCHO MIRAGE	811,864	
RIVERSIDE	14,367,598	
SAN JACINTO	2,084,586	
TEMECULA	4,862,906	
WILDOMAR	1,786,697	
SACRAMENTO COUNTY		56,187,073
CITRUS HEIGHTS	4,031,414	
ELK GROVE	7,351,754	
FOLSOM	3,386,268	
GALT	1,111,264	
ISLETON	38,614	
RANCHO CORDOVA	3,103,752	
SACRAMENTO	22,243,987	
SAN BENITO COUNTY		4,266,913
HOLLISTER	1,706,585	
SAN JUAN BAUTISTA	87,157	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

SAN BERNARDINO COUNTY		73,967,915
ADELANTO	1,487,434	
APPLE VALLEY	3,237,164	
BARSTOW	1,110,898	
BIG BEAR LAKE	287,229	
CHINO	3,877,093	
CHINO HILLS	3,613,060	
COLTON	2,427,449	
FONTANA	9,249,947	
GRAND TERRACE	581,825	
HESPERIA	4,186,558	
HIGHLAND	2,472,103	
LOMA LINDA	1,080,381	
MONTCLAIR	1,717,291	
NEEDLES	265,772	
ONTARIO	7,985,324	
RANCHO CUCAMONGA	8,185,167	
REDLANDS	3,290,739	
RIALTO	4,640,552	
SAN BERNARDINO	9,732,354	
TWENTYNINE PALMS	1,410,617	
UPLAND	3,481,981	
VICTORVILLE	5,517,201	
YUCAIPA	2,409,012	
YUCCA VALLEY	974,146	
SAN DIEGO COUNTY		107,652,509
CARLSBAD	5,040,422	
CHULA VISTA	11,718,802	
CORONADO	1,234,061	
DEL MAR	213,203	
EL CAJON	4,632,637	
ENCINITAS	2,981,686	
ESCONDIDO	6,749,021	
IMPERIAL BEACH	1,220,427	
LA MESA	2,688,783	
LEMON GROVE	1,195,538	
NATIONAL CITY	2,917,725	
OCEANSIDE	8,376,913	
POWAY	2,381,652	
SAN DIEGO	62,962,294	
SAN MARCOS	4,125,845	
SANTEE	2,655,613	
SOLANA BEACH	630,596	
VISTA	4,461,388	
SAN FRANCISCO COUNTY		22,456,745
SAN FRANCISCO		39,167,826
SAN JOAQUIN COUNTY		30,518,252
ESCALON	335,040	
LATHROP	907,303	
LODI	2,912,143	
MANTECA	3,334,386	
RIPON	707,688	
STOCKTON	13,766,650	
TRACY	3,895,577	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

SAN LUIS OBISPO COUNTY		17,971,242
ARROYO GRANDE	794,479	
ATASCADERO	1,311,931	
EL PASO DE ROBLES	1,394,009	
GROVER BEACH	607,400	
MORRO BAY	485,334	
PISMO BEACH	398,772	
SAN LUIS OBISPO	2,080,468	
SAN MATEO COUNTY		26,431,440
ATHERTON	345,609	
BELMONT	1,215,120	
BRISBANE	202,726	
BURLINGAME	1,358,140	
COLMA	82,582	
DALY CITY	4,958,710	
EAST PALO ALTO	1,533,781	
FOSTER CITY	1,471,742	
HALF MOON BAY	611,746	
HILLSBOROUGH	527,838	
MENLO PARK	1,505,049	
MILLBRAE	1,034,218	
PACIFICA	1,849,788	
PORTOLA VALLEY	216,177	
REDWOOD CITY	3,695,276	
SAN BRUNO	2,026,527	
SAN CARLOS	1,336,820	
SAN MATEO	4,580,023	
SOUTH SAN FRANCISCO	3,013,758	
WOODSIDE	262,523	
SANTA BARBARA COUNTY		18,372,382
BUELLTON	223,863	
CARPINTERIA	667,335	
GOLETA	1,422,833	
GUADALUPE	326,850	
LOMPOC	1,981,690	
SANTA BARBARA	4,307,708	
SANTA MARIA	4,625,637	
SOLVANG	254,151	
SANTA CLARA COUNTY		58,769,815
CAMPBELL	1,921,252	
CUPERTINO	2,742,633	
GILROY	2,397,985	
LOS ALTOS	1,371,134	
LOS ALTOS HILLS	413,687	
LOS GATOS	1,409,245	
MILPITAS	3,273,628	
MONTE SERENO	167,726	
MORGAN HILL	1,884,834	
MOUNTAIN VIEW	3,512,864	
PALO ALTO	3,059,006	
SAN JOSE	46,807,816	
SANTA CLARA	5,546,436	
SARATOGA	1,463,918	
SUNNYVALE	6,728,021	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

SANTA CRUZ COUNTY		12,171,777
CAPITOLA	466,576	
SANTA CRUZ	2,902,490	
SCOTTS VALLEY	546,916	
WATSONVILLE	2,403,933	
SHASTA COUNTY		14,250,456
ANDERSON	495,308	
REDDING	4,189,074	
SHASTA LAKE	472,387	
SIERRA COUNTY		2,440,873
LOYALTON	40,628	
SISKIYOU COUNTY		10,087,478
DORRIS	43,052	
DUNSMUIR	87,981	
ETNA	35,732	
FORT JONES	38,477	
MONTAGUE	69,680	
MOUNT SHASTA	169,556	
TULELAKE	46,850	
WEED	138,628	
YREKA	358,694	
SOLANO COUNTY		16,794,142
BENICIA	1,284,983	
DIXON	869,512	
FAIRFIELD	5,033,514	
RIO VISTA	380,837	
SUISUN CITY	1,325,062	
VACAVILLE	4,451,872	
VALLEJO	5,555,861	
SONOMA COUNTY		25,520,295
CLOVERDALE	396,439	
COTATI	344,739	
HEALDSBURG	545,864	
PETALUMA	2,699,352	
ROHNERT PARK	1,985,534	
SANTA ROSA	7,788,591	
SEBASTOPOL	363,406	
SONOMA	494,164	
WINDSOR	1,240,055	
STANISLAUS COUNTY		24,739,679
CERES	2,125,763	
HUGHSON	325,661	
MODESTO	9,678,138	
NEWMAN	495,217	
OAKDALE	981,009	
PATTERSON	972,270	
RIVERBANK	1,063,407	
TURLOCK	3,256,654	
WATERFORD	405,360	
SUTTER COUNTY		7,705,424
LIVE OAK	402,203	
YUBA CITY	3,004,836	

Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

Estimated 2 July 2015

\$3 Billion / yr = \$1.5B cities, \$1.5B counties

TEHAMA COUNTY		8,821,380
CORNING	352,288	
RED BLUFF	649,171	
TEHAMA	20,039	
TRINITY COUNTY		4,695,231
TULARE COUNTY		30,190,548
DINUBA	1,082,760	
EXETER	491,923	
FARMERSVILLE	501,942	
LINDSAY	578,759	
PORTERVILLE	2,548,234	
TULARE	2,830,065	
VISALIA	5,928,601	
WOODLAKE	362,674	
TUOLUMNE COUNTY		6,133,415
SONORA	224,778	
VENTURA COUNTY		29,775,079
CAMARILLO	3,054,019	
FILLMORE	722,283	
MOORPARK	1,719,167	
OJAI	376,354	
OXNARD	9,317,111	
PORT HUENEME	1,026,898	
SAN BUENAVENTURA	5,030,220	
SANTA PAULA	1,393,049	
SIMI VALLEY	5,805,986	
THOUSAND OAKS	5,957,287	
YOLO COUNTY		10,790,669
DAVIS	3,049,627	
WEST SACRAMENTO	2,325,835	
WINTERS	324,746	
WOODLAND	2,621,025	
YUBA COUNTY		6,133,370
MARYSVILLE	588,687	
WHEATLAND	162,785	
Total \$		\$ 1,500,000,000
		\$ 1,500,000,000

Senate Transportation Funding Proposal Contains Important Revenues for California's Local Streets and Roads

The proposal announced today by Sen. Jim Beall to create a [five-year temporary funding source](#) for California's transportation system would provide much-needed funding to maintain and preserve local roadways, which comprise more than 80 percent of the state's system. Infrastructure investment is one of the League's top priorities for 2015. The proposal is supported by the League of California Cities.

"The success of our cities and economy depends on our ability to successfully move goods and people from one place to another. We put our economic future and public safety at risk by failing to adequately maintain our existing system of streets, roads, and highways." said Stephany Aguilar, president of the League of California Cities and council member, city of Scotts Valley. "Many of our city streets are on the verge of failing, and without increased investment their condition will rapidly decline. With a focus on preservation and maintenance of the existing system, Sen. Beall's proposal will make important strides in preventing such losses in these critical public assets. That's a goal we can all agree on."

Sen. Jim Beall's plan, SB 16, would expressly address the backlog of maintenance needs, and is estimated to generate between \$2.8 and \$3.6 billion annually and with the funds being directed to maintenance and preservation of local streets and roads and the state highway system. In addition, five percent of the revenues would be set aside to incentivize counties currently without a local transportation funding measure to approve such a measure.

The League has developed [preliminary estimates](#) of the revenues that cities could receive under the proposal. Cities should approach these numbers with caution as there are likely to be adjustments to the proposal as it moves through the legislative process.

The Senate plan proposes to raise revenues through:

- A 10 cent increase in the excise tax on gasoline and diesel;
- \$35 Vehicle Registration Fee (VRF) increase for all vehicles;
- A \$100 VRF increase for zero-emission vehicles;
- Payback of outstanding transportation loans over a three-year period; and
- Truck Weight Fees would be returned to the transportation fund over a five- year period (20 percent annually). The general fund would be backfilled by a 0.35 percent increase in the VLF over the five-year period (raised in 0.07 percent increments over the five-year period).

The League has been at the table along with other transportation stakeholders to consult with the Senate on the core provisions in the proposal. The League board of directors on April 3 met to discuss and take action on the proposal in anticipation of its official public release this week.

California's local streets and roads are literally facing the tipping point. [Pavement conditions](#), according to the [2014 Local Streets and Roads Needs Assessment](#), are at 66 out of 100. The cost of repairing roads that slip any lower grows exponentially and transportation experts have been warning that without immediate investments, the system will literally crumble beneath our feet. Currently local agencies receive just half of the revenues to maintain the local system.

League Board Adopts Resolution in Support of Transportation Funding *Also Encourages Cities to Pass Resolutions*

In response to the Governor's Proclamation calling an Extraordinary Session on Transportation and Infrastructure, the League's Board of Directors formally adopted a resolution urging Governor Jerry Brown and the legislature to provide new sustainable funding for state and local transportation infrastructure. The League and many cities have been actively lobbying this year for a significant investment in transportation infrastructure. With just eight weeks left until the legislature adjourns for the year, it is time for the legislature and cities to act.

League staff continue to hear that legislators need to hear directly from their cities. In response, the League is requesting two immediate actions from cities:

- Pass a resolution ([LINK TO SAMPLE](#)) urging the state to provide new sustainable funding for state and local transportation infrastructure.
- Provide the League a list of projects that could be funded by a new funding package.

In the future city officials will be hearing more about opportunities to talk about the needs of your city with legislators. Please stay tuned.

Cities Provide Lead Testimony on Need for Investment

Following the Governor's Proclamation calling the special session on transportation, both the Senate and Assembly have held hearings to discuss the current conditions of highways, streets, and roads as well as the current funding structure. Local streets and roads received significant attention at both hearings.

San Jose Mayor Sam Liccardo provided the opening testimony at the Senate Transportation Hearing, and received a very favorable response from committee members. Mayor Liccardo's impactful testimony, which included information on the needs of his city and the needs of cities statewide, was followed by a spirited and lengthy discussion among legislators.

During the Assembly Transportation and Infrastructure Development Committee, League Staff Jennifer Whiting presented the findings of the Local Streets and Roads Needs Assessment at the Assembly Transportation and Infrastructure Development Committee. Again, committee members expressed agreement that any package must include investment in the local system.