

BOARD OF SUPERVISORS

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February 28, 2017

Senator Ted Gaines
State Capitol, Room 3076
Sacramento, CA 95814

Subject: Support for Senate Bill (SB) 1 (Beall) and Assembly Bill (AB) 1 (Frazier),
Transportation Funding

Dear Senator Gaines:

The Board encourages the California legislature to pass a transportation funding package in 2017. Billions of dollars in backlogged maintenance needs statewide have led to potholes, deteriorating roads, bridges and transit systems here in our community. Small problems become larger and more expensive to fix over time. In fact, it costs eight times more to fix a road than to maintain it.

Thankfully there are positive signs. Legislative leaders and Governor Brown have promised to pass a long-term, dedicated transportation funding package early this year. Passage of two bills, Senate Bill (SB) 1 (Beall) and Assembly Bill (AB) 1 (Frazier) will generate new revenue that can boost funding for transportation fixes in Shasta County. These bills also contain strong accountability requirements to reduce bureaucracy and streamline project delivery.

We are pleased to note that SB 1, the first of the bills up for a vote, passed through Senate Transportation Committee on February 14.

In Shasta County we have over \$86.5 million in backlogged projects. We have a pressing need for road resurfacing (overlays, chipseals, slurry seals, digouts, etc). Many structures are deficient (bridges, culverts, guardrail, etc). Road widening projects are needed for safety, capacity, and non-motorized transportation modes.

The Shasta County Board of Supervisors strongly supports SB 1 and AB 1 because both bills will provide:

New revenues for transportation. Though not identical, both SB 1 and AB 1 are long-term transportation reform and funding packages that contain new revenues to make road safety improvements, fill potholes and repair local streets, highways, bridges and overpasses. Both bills would raise at least \$6 billion when fully phased in, which is what is needed to make a

dent in the maintenance backlog. The new maintenance revenues will be split equally between state and local roads.

Strong accountability provisions. SB 1 and AB 1 include provisions to streamline projects by cutting bureaucratic redundancies and red tape to ensure transportation funds are spent efficiently and effectively. Both bills give more independence to the California Transportation Commission and establish the independent office of Transportation Inspector General to perform audits, improve efficiency and increase transparency. But SB 1 and AB 1 should be coupled with strong constitutional protections to prevent the state Legislature from using any new revenues for anything except road maintenance, improvement, and transportation projects.

It has been 23 years since California has addressed transportation funding. Road repairs now receive only 50 percent of the funding they did back in 1994. Inflation, more fuel efficient cars, and electric and hybrid vehicles have eroded transportation funding over the years. Motorists are paying the price. According to a 2015 study from the National Transportation Research Group, the poor condition of California streets and roads costs the average driver \$762 annually in maintenance costs.

We have more than \$130 billion dollars in needed upgrades to our state highway system (\$59 billion) and our local streets and roads (\$73 billion). Legislators must act quickly to pass a transportation funding package to prevent further deterioration of our network and further deterioration of our cars from driving on pothole-filled roads.

Sincerely,

DAVID A. KEHOE, CHAIRMAN
Board of Supervisors
County of Shasta

CC: Assembly Member Dahle