

**RESOLUTION OF THE BOARD OF SUPERVISORS
OF THE COUNTY OF SANTA BARBARA, STATE OF CALIFORNIA**

**RESOLUTION URGING THE STATE)
TO PROVIDE ADEQUATE AND)
SUSTAINABLE FUNDING FOR STATE AND)
LOCAL TRANSPORTATION)
INFRASTRUCTURE) RESOLUTION NO. _____**

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 County of Santa Barbara 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 preventive maintenance if funding is not increased; and

WHEREAS, the results show that the unincorporated County of Santa Barbara’s local streets have a statewide average pavement index of 59 in FY2016-17; and

WHEREAS, if funding remains at the current levels, in 10 years, 25 percent of local streets and roads in California will be in a “failed” condition; and

WHEREAS, cities and counties need an additional \$1.7 billion just to maintain a status quo pavement condition of 66 statewide, 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

**RESOLUTION URGING THE STATE
TO PROVIDE ADEQUATE AND
SUSTAINABLE FUNDING FOR STATE AND
LOCAL TRANSPORTATION INFRASTRUCTURE**
Page 2 of 4

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, if additional funding cannot be secured now, it will cost taxpayers twice as much to fix the local system in the future, and 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, active transportation 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 reduced 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

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS OF THE COUNTY OF SANTA BARBARA strongly urges the Governor and Legislature to dedicate an adequate and sustainable funding source for local roads 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 COUNTY OF SANTA BARBARA strongly urges the Governor and Legislature to adopt the following priorities for funding California’s streets and roads:

1. **Make a significant additional investment in transportation infrastructure.**
California should commit at least an additional \$6 billion annually for maintenance of transportation infrastructure; funding 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 local 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

**RESOLUTION URGING THE STATE
TO PROVIDE ADEQUATE AND
SUSTAINABLE FUNDING FOR STATE AND
LOCAL TRANSPORTATION INFRASTRUCTURE**

Page **3** of **4**

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.

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. Strong accountability requirements to protect the taxpayers' investments.

Californians want assurances the government will responsibly spend transportation revenue. Local governments are accustomed to employing transparent processes for selecting road maintenance projects using pavement management systems, as well as reporting expenditures of transportation funds through the State Controller's Local Streets and Roads Annual Report.

PASSED AND ADOPTED by the Board of Supervisors of the County of Santa Barbara County, State of California, on this ____ day of _____, 2016, by the following vote:

AYES:

NOES:

ABSTAIN:

ABSENT:

ATTEST:
MONA MIYASATO
COUNTY EXECUTIVE OFFICER
CLERK OF THE BOARD

COUNTY OF SANTA BARBARA

By: _____
Deputy Clerk

By: _____
Peter Adam, Chair
Board of Supervisors

RESOLUTION URGING THE STATE
TO PROVIDE ADEQUATE AND
SUSTAINABLE FUNDING FOR STATE AND
LOCAL TRANSPORTATION INFRASTRUCTURE
Page 4 of 4

APPROVED AS TO FORM:
MICHAEL C. GHIZZONI
COUNTY COUNSEL

APPROVED AS TO FORM:
ROBERT W. GEIS
AUDITOR-CONTROLLER

By: _____
Deputy County Counsel

By: _____
Deputy