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COUNTY OF MENDOCINO
BOARD OF SUPERVISORS
501 Low Gap Road • Room 1010
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September 20, 2016

Draft

The Honorable Mike McGuire
California Legislature
State Capitol, Room 5064
Sacramento, CA 95814

Re: Assembly Bill XI 26 (Frazier) and Senate Bill XI 1 (Beall);
As introduced on August 18, 2016 – SUPPORT

Dear Senator McGuire,

Mendocino County joins the California State Association of Counties (CSAC) in strongly supporting the Frazier-Beall Transportation Funding Package; Assembly Bill (AB)XI 26 (Frazier) and Senate Bill (SB)XI 1 (Beall). We also want to extend our appreciation to you for your leadership in trying to address California's tremendous transportation infrastructure needs and keep our economy moving. Your work to develop and introduce a joint proposal that takes elements of your earlier bills, Republican ideas on revenues and reforms, and aspects of the Governor's transportation plan, is critical in developing a comprehensive and robust bipartisan solution.

ABXI 26 and SBXI 1 would provide much-needed new statewide investment to maintain and improve local streets, roads, and state highways. As importantly, it would also make sure that existing revenues meant for transportation projects are redirected to transportation, and would implement a number of reforms to improve project delivery while still protecting the environment.

CSAC calculates that the proposal at full implementation of the package would result in over \$2.5 billion in existing and new on-going revenue for investments into the local street and road system. The County of Mendocino's local streets and roads are in poor condition and are facing an unmet need of \$625 million according to the statewide needs assessment. Without an immediate investment of new revenue into the system, our infrastructure will continue to decline, which will only increase the cost burden on future tax payers. ABXI 26 and SBXI 1 would allow us to reinvest in our existing infrastructure. Mendocino County would be able to bring our infrastructure into good condition, by applying pavement preservation treatments to 300 miles of road, paving 150 miles of road, and repairing 21 bridges and other much-needed maintenance and improvements.

In addition to the revenue provisions, ABXI 26 and SBXI 1 incorporate strong accountability measures, including a local maintenance of effort requirement, as well as, project-level reporting to the California Transportation Commission. In terms of streamlining local projects, the bills would

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expand an existing California Environmental Quality Act exemption available for maintenance, rehabilitation, and safety projects in the existing right-of-way, from small cities and counties, to all local jurisdictions, as well as, the state, and will create a transportation advanced mitigation program.

As you know, local governments have identified ten-year unmet needs of \$79 billion, on their local streets and roads system, in addition to \$59 billion in deferred maintenance on the state highway system. As roads deteriorate, they become increasingly expensive to repair. In fact, rebuilding a road completely can cost as much as twenty times more than routine maintenance that would have extended the service life of the same infrastructure. As such, research by CSAC, the League of California Cities and California's regional transportation agencies show that failure to invest more funds toward local system maintenance today will only increase maintenance needs in the future. For instance, a failure to increase investment today will cause the unfunded backlog to grow by \$11 billion in just five years and \$21 billion over a decade. ABX1 26 and SBX1 1 will make investments significant enough to improve California's local streets and roads and cut future burdens on the taxpayers.

Investing in our roads and highways, active transportation facilities, and transit and key freight corridors, through targeted and balanced increases in revenue will improve California's transportation facilities today and save taxpayers money for the upkeep of this infrastructure tomorrow—not to mention the savings each driver will realize from smoother, safer roads, which reduce wear and tear on their vehicles.

For these reasons, the County of Mendocino supports ABX1 26 and SBX1 1. For more information on our position, please do not hesitate to contact our Transportation Department Director who looks forward to discussing these ideas with you in more depth should you or your staff desire – contact: Howard N. Dashiell, (707)463-4363.

Sincerely,

DAN GJERDE, Chair
Mendocino County Board of Supervisors

Cc. Howard N. Dashiell, Mendocino County Department of Transportation
The Honorable Jim Wood, California State Assembly
The Honorable Jim Frazier, California State Assembly
The Honorable Jim Beall, California State Senate
California State Association of Counties (CSAC)
Rural County Representatives of California (RCRC)