



MAYOR ROBERT GARCIA
CITY OF LONG BEACH

October 6, 2015

Members of the City Council
City of Long Beach
California

RECOMMENDATION

Receive and file report on Mayor Garcia's trip to Sacramento.

DISCUSSION

On August 31, 2015, I traveled to Sacramento for the Big Ten Mayors legislative meetings on transportation and infrastructure. We met with legislators to advocate for funding of roads, bridges and highways in Long Beach, the Port of Long Beach, and our region.

FISCAL IMPACT

None

SUGGESTED ACTION

Approve recommendation

Respectfully Submitted,

Robert Garcia,
Mayor of Long Beach

Dated: September 16, 2015



DRAFT: Big 10 Mayors August 2015 Legislator Meetings

Monday, August 31, 2015 State Capitol		
DATE/TIME	MEMBER	LOCATION
9:30 AM	Mtg. w/ Sen. Lara	Room 317
10:00 AM	Mtg. w/ Sen. Beall	Room 317
11:00 AM	Mtg. w/ Sen. pro Tem de Leon	Room 205
12:00 PM	LUNCH	TBD by each mayor
1:00 PM	Mtg. w/ Nancy McFadden, Dana Williamson, and Camille Wagner	Governor's Office
2:00 PM	Mtg. w/ Asm. Olsen	Room 317
2:30 PM	Mtg. w/ Asm. Frazier	Room 317
3:00 PM	Mtg. w/ Asm. Speaker Atkins	Room 317
3:30 PM	Mtg. w/ Asm. Gomez	Room 317
4:00 PM	Mtg. w/ Sen. Jean Fuller	Room 317



BIG 10 MAYORS: TRANSPORTATION

LONG BEACH STREETS AND ROADS

August 31, 2015

The City's paved roadway network is valued at approximately **\$981 million**.

Major roadways: 177 miles

Local roadways: 609 miles

Total miles of roads in Long Beach: 786 miles

From the truck traffic out of the Port of Long Beach—where together with the Port of LA, over 40% of our nations good enter the US—to the over 50,000 daily commuters who drive Long Beach streets, our local roads are the life lines to the local economy.

Long Beach spends about **\$16 million annually** to maintain streets and roads.

The City's average Pavement Condition Index score is only 60, meaning our streets and roads are only in fair to good condition.

Fair = Progressive cracking, few base failures, and localized distresses

Optimum timing for thin to moderate overlay

Lower costs to repair with greater returns

Repair involves less grinding and drainage

Good = Localized distresses but minimal base failures

If the road is distressed due to loading, the street may need a thin overlay

Seal and surface treat will maintain roadway

Current backlog of **20 percent** for street repairs

- Backlog is defined as the percentage of streets in need of repair
- A backlog of 10% to 15% is considered manageable from a funding point of view
- Backlogs approaching 20% and above tend to become unmanageable, unless aggressively checked through larger rehabilitation programs

A \$6 million statewide transportation package, coupled with a formula that gives cities and the State each 50/50 of the revenues, would mean an additional \$20 million per year to the City of Long Beach for streets and roads.

We absolutely need this funding to maintain our existing transportation network.

Fix our Roads: Coalition Principles

1. Make a significant investment in transportation infrastructure
2. Focus on maintaining and rehabilitating the current system.

Streets that would get fixed sooner rather than later if funding arrives

Downtown LB: *Ocean Blvd between Locust and Long Beach Blvd.*

North LB: *Artesia Blvd.*

Arts District: *4th Street between Elm and Linden*

Wilson HS: *8th Street between Redondo and Bennett*

3. Invest a portion of diesel tax and/or cap and trade revenue to high-priority goods movement projects
4. Raise revenues across a broad range of options
- 5. Equal split between state and local projects**
6. Strong accountability requirements to protect the taxpayers investment
7. Provide consistent annual funding levels

Coalition Supporters

Business: *California Chamber of Commerce, BizFed*

Labor: *State Building and Construction Trades of California, California Alliance for Jobs*

Transportation: *Transportation California*

Local Governments: *League of CA Cities*

Elected Officials: *Speaker Toni Atkins, Mayors*