

OFFICE OF THE CITY ATTORNEY
CHARLES PARKIN, City Attorney
333 West Ocean Boulevard, 11th Floor
Long Beach, CA 90802-4664

1 RESOLUTION NO. RES-15-0122

2
3 A RESOLUTION OF THE CITY COUNCIL OF THE
4 CITY OF LONG BEACH URGING THE STATE TO
5 PROVIDE NEW SUSTAINABLE FUNDING FOR STATE
6 AND LOCAL TRANSPORTATION INFRASTRUCTURE

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

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

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

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

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

1 WHEREAS, the results show that the City of Long Beach's local streets
2 have a statewide average pavement index of 60, placing them in the "Fair/Good"
3 category; and

4 WHEREAS, the current backlog for street repairs is twenty percent (20%),
5 and studies show that backlogs approaching twenty percent (20%) and above tend to
6 become unmanageable, unless aggressively checked through larger rehabilitation
7 programs; and

8 WHEREAS, if funding remains at the current levels, in ten (10) years,
9 twenty-five percent (25%) of local streets and roads in California will be in "failed"
10 condition; and

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

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

18 WHEREAS, if additional funding isn't secured now, it will cost taxpayers
19 twice as much to fix the local system in the future, as failure to act this year will increase
20 unmet funding needs for local transportation facilities by \$11 billion in five (5) years and
21 \$21 billion in ten (10) years; and

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

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

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

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

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

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

11 WHEREAS, in order to bring the local system back into a cost-effective
12 condition, at least \$7.3 billion annually in new money going directly to cities and counties;
13 and

14 NOW, THEREFORE, the City Council of the City of Long Beach resolves as
15 follows:

16 Section 1. This City Council of the City of Long Beach strongly urges the
17 Governor and Legislature to identify a sufficient and stable funding source for local street
18 and road and state highway maintenance and rehabilitation to ensure the safe and
19 efficient mobility of the traveling public and the economic vitality of California.

20 Section 2. The City Council of the City of Long Beach also strongly urges
21 the Governor and Legislature to adopt the following priorities for funding California's
22 streets and roads:

23 A. Make a significant investment in transportation infrastructure.
24 Any package should seek to raise at least \$6 billion annually and should
25 remain in place for at least ten (10) years or until an alternative method of
26 funding our transportation system is agreed upon.

27 B. Focus on maintaining and rehabilitating the current system.
28 Repairing California's streets and highways involves much more than fixing

1 potholes. It requires major road pavement overlays, fixing unsafe bridges,
2 providing safe access for bicyclists and pedestrians, replacing storm water
3 culverts, as well as operational improvements that necessitate the
4 construction of auxiliary lanes to relieve traffic congestion choke points and
5 fixing design deficiencies that have created unsafe merging and other traffic
6 hazards. Efforts to supply funding for transit in addition to funding for roads
7 should also focus on fixing the system first.

8 C. Equal split between state and local projects. We support
9 sharing revenue for roadway maintenance equally (50/50) between the
10 state and cities and counties, given the equally-pressing funding needs of
11 both systems, as well as the longstanding historical precedent for collecting
12 transportation user fees through a centralized system and sharing the
13 revenues across the entire network through direct subventions. Ensuring
14 that funding to local governments is provided directly, without
15 intermediaries, will accelerate project delivery and ensure maximum
16 accountability.

17 D. Raise revenues across a broad range of options. Research by
18 the California Alliance for Jobs and Transportation California shows that
19 voters strongly support increased funding for transportation improvements.
20 They are much more open to a package that spreads potential tax or fee
21 increases across a broad range of options, including fuel taxes, license
22 fees, and registration fees, rather than just one source. Additionally, any
23 package should move California toward an all-users pay structure, in which
24 everyone who benefits from the system contributes to maintaining it from
25 traditional gasoline-fueled vehicles, to new hybrids or electric vehicles, to
26 commercial vehicles.

27 E. Invest a portion of diesel tax and/or cap & trade revenue to
28 high-priority goods movement projects. While the focus of a transportation

1 funding package should be on maintaining and rehabilitating the existing
2 system, California has a critical need to upgrade the goods movement
3 infrastructure that is essential to our economic well-being. Establishing a
4 framework to make appropriate investments in major goods movement
5 arteries can lay the groundwork for greater investments in the future that
6 will also improve air quality and reduce greenhouse gas emissions.

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

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

21 Section 3. This resolution shall take effect immediately upon its adoption
22 by the City Council, and the City Clerk shall certify the vote adopting this resolution.

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I hereby certify that the foregoing resolution was adopted by the City Council of the City of Long Beach at its meeting of September 22, 2015 by the following vote:

Ayes: Councilmembers: Gonzalez, Price, Supernaw, Mungo,
Andrews, Uranga, Austin, Richardson,
Lowenthal.

Noes: Councilmembers: None.

Absent: Councilmembers: None.

Maia del L. Garcia
City Clerk

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