

SIERRA COUNTY

Board of Supervisors
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January 15, 2010

The Honorable Arnold Schwarzenegger, Governor
State of California
State Capitol Building
Sacramento, CA 95815

Subject: California Statewide Local Streets and Roads Needs Assessment

Dear Governor Schwarzenegger:

The Sierra County Board of Supervisors, on January 5, 2010 unanimously adopted Resolution 2010-001, **A Resolution Supporting The Findings Of The California Statewide Local Streets And Roads Needs Assessment**. A copy of the resolution is enclosed.

On behalf of the County of Sierra I strongly urge you to adopt a "No-Cuts" policy with regard to critical transportation funding such as Proposition 42 and the Highway Users Tax Account. The costs for addressing cumulative damage to local streets and roads when allowed to deteriorate for any reason is exponential relative to the costs of addressing maintenance and rehabilitation concerns as they arise. It is fiscally prudent to fund the maintenance and rehabilitation as the needs arise than to wait until all roads are in severe disrepair.

Out of concern for our local and visiting citizenry and for all travelers to the great State of California, we must also ask you to consider public safety when determining funding for local streets and roads.

We feel strongly that stable and sufficient funding sources for local streets and road maintenance not only be identified, but be protected as well, and we urge you, and the legislators to work to that end.

Thank you for your consideration.

Sincerely,

SIERRA COUNTY
BOARD OF SUPERVISORS

A handwritten signature in cursive script that reads "Dave Goicoechea".

Dave Goicoechea
Chairman

cc: Senator Dave Cox
Assemblyman Dan Logue

**BOARD OF SUPERVISORS
COUNTY OF SIERRA
STATE OF CALIFORNIA**

**A RESOLUTION SUPPORTING THE FINDINGS OF THE CALIFORNIA STATEWIDE
LOCAL STREETS AND ROADS NEEDS ASSESSMENT**

RESOLUTION 2010-001

WHEREAS, cities and counties own and operate over 81% of the roads in California, where every trip begins and ends, and the local system is critical for safety and mobility of the traveling public, farm to market needs, multimodal needs, and commerce; and

WHEREAS, the local street and road system provides two-fold opportunity for economic recovery during the worst fiscal crisis in California in decades. The maintenance and preservation of the local transportation network provides both public and private sector jobs and thus supports economic recovery in every corner of the state. Furthermore, well maintained infrastructure is critical for economic development by attracting businesses and providing for the safe and efficient movement of both people and goods; and

WHEREAS, while federal and state governments regularly assess their transportation system needs, no such data existed for the local component of the State's transportation network; and

WHEREAS, the California Statewide Local Streets and Roads Needs Assessment provides critical analysis and information on the local transportation network's condition and funding needs; and

WHEREAS, the study surveyed all of California's 58 counties and 478 cities in 2007-08, resulting in data that represents 93% of local street and road miles in the state; 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 68, placing it in the "at risk category"; and

WHEREAS, if current funding remains the same, the statewide condition is projected to deteriorate to a PCI of 58 in 10 years, and further to 48 ("poor" category) by 2033; and

WHEREAS, ongoing road maintenance is a significant public safety concern. Fatality rates on county roads already exceed those of the State's freeway system. Maintaining the paved road network (potholes filling, sealing, overlays, etc.), traffic signals, signs, and street lights has a direct correlation to improving public safety thus reducing traffic accidents, injuries and deaths; and

WHEREAS, to spend the taxpayer's money cost-effectively, preserving and maintaining the local system in good condition, or at a level of best management practices, is less costly in the long term; and

WHEREAS, in order to bring the local system back into a cost-effective condition, thereby preserving the public's \$271 billion pavement investment and stopping further costly deterioration, at least \$7 billion annually in new money going directly to cities and counties over a period of ten years is needed to stop the further decline and deterioration of our streets and roads; and

NOW, THEREFORE, BE IT RESOLVED THAT THE BOARD OF SUPERVISORS OF THE COUNTY OF Sierra supports the findings of the California Statewide Local Streets and Roads Needs Assessment; and

RESOLVED FURTHER, that the county clerk shall send this resolution with an accompanying letter from the Chair of the Board of Supervisors to the Governor and the Sierra County representatives, expressing vehement opposition to future cuts to vital transportation funding such as Proposition 42 and the Highway User Tax Account (HUTA) and strong support for adequate and stable funding sources for local street and road maintenance and rehabilitation; and

RESOLVED FURTHER, that the COUNTY strongly urges the state to identify sufficient and stable funding sources for local street and road maintenance and rehabilitation.

ADOPTED by the Board of Supervisors of the County of Sierra, State of California on the 5th day of January, 2009 by the following vote:

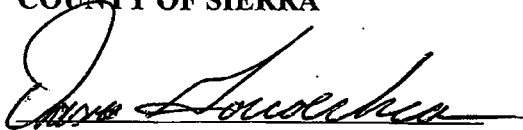
AYES: Supervisors Adams, Huebner, Nunes, Whitley and Goicoechea

NOES: None

ABSTAIN: None

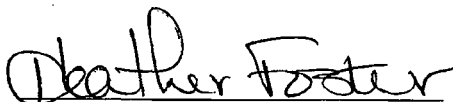
ABSENT: None

COUNTY OF SIERRA



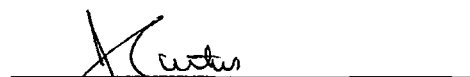
Dave Goicoechea, Chair
BOARD OF SUPERVISORS

ATTEST:



HEATHER FOSTER
CLERK OF THE BOARD

APPROVED AS TO FORM:


JAMES A. CURTIS
COUNTY COUNSEL