

COUNTY OF SONOMA
BOARD OF SUPERVISORS
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January 26, 2010

Governor Arnold Schwarzenegger
First Floor
State Capitol
Sacramento, CA 95814

Dear Governor Schwarzenegger:

You may not know that cities and counties own and operate 81% of California's road network and that literally every trip begins and ends on a city street or county road. Although the state and federal governments regularly assess their system needs, there has never been a comprehensive report on the needs of our local streets and roads.

The current level of investment in our local transportation infrastructure has reached a critical juncture. As local governments struggle to maintain vital transportation connections between communities, a recent report shows that existing local transportation revenues are woefully inadequate to preserve our transportation assets.

A recent statewide appraisal completed by the California Statewide Needs Assessment Project, a joint venture of cities and counties, indicates that with existing revenue sources, there will be a \$70 billion unfunded backlog over the next 10 years. This figure is projected to more than double in the following twenty years. The report, which is available in its entirety at www.savecaliforniastreet.org, concludes that, without an additional \$7 billion annual investment, our local streets and roads network will deteriorate to a poor condition within 20 years.

In Sonoma County the impact will be even more drastic. Sonoma County's roads would need an additional \$161 million annually to preserve our road infrastructure. At current investment levels, the road system will deteriorate to a failed condition within 10 years.

Our local transportation systems need a stable and dedicated revenue stream in order to adequately protect the public's investment in our state's \$271 billion local road system.

Given the state's current fiscal and structural crises, receiving additional dedicated transportation revenues at this time may be impossible. Given these fiscal realities, our request is that the Legislature assist us in protecting existing transportation revenue streams provided to local governments. Such protections would avoid accelerated deteriorations beyond that which is already projected from the assessment study.

January 26, 2010

Page 2 of 2

Thank you for your consideration and we look forward to meeting with you to demonstrate the local conditions of transportation infrastructure in our community.

Sincerely,

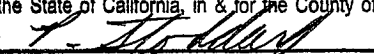
A handwritten signature in black ink that reads "Valerie Brown". The signature is written in a cursive, flowing style.

Valerie Brown, Chair and First District Supervisor
Sonoma County Board of Supervisors

CC: Sonoma County Board of Supervisors
Veronica Ferguson, Sonoma County Administrator
Lori Norton, Sonoma County Deputy County Administrator
Paul Yoder

THE WITHIN INSTRUMENT IS A CORRECT COPY OF
THE ORIGINAL ON FILE IN THIS OFFICE.

ATTEST: JAN 28 2010

CHRIS THOMAS, Acting Clerk of the Board of Supervisors
of the State of California, in & for the County of Sonoma.
BY  DEPUTY

#39

Resolution No. 10-0080

County of Sonoma
Santa Rosa, CA 95403

Date: 1/26/2010

**Resolution Of The Board Of Supervisors Of The County Of Sonoma, State
Of California, A Resolution Supporting The Findings Of The California
Statewide Local Streets And Roads Needs Assessment.**

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, the County of Sonoma has a PCI of 45 and if current funding remains the same is projected to deteriorate to a PCI of 24 in 10 years; 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

Whereas, the County of Sonoma has a an annual funding shortfall of \$110 million.

Now, Therefore, Be It Resolved, that the Board of Supervisors of the County of Sonoma supports the findings of the California Statewide Local Streets and Roads Needs Assessment; and

Be It Further Resolved, that the County Clerk shall send this resolution with the attached letter from the Chair of the Board of Supervisors to the Governor and each legislator, expressing 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

Be It Further Resolved that the County strongly urges the state to identify sufficient and stable funding sources for local street and road maintenance and rehabilitation.

Supervisors:

Kerns: Zane: Kelley: Carrillo: Brown:

Ayes: 5 Noes: Absent: Abstain:

So Ordered.