

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

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

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

11 **WHEREAS**, restoring roads before they fail also reduces construction time which
12 results in less air pollution from heavy equipment and less water pollution from site run-
13 off; and

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

16 **WHEREAS**, in order to bring the local system back into a cost-effective
17 condition, at least \$7.3 billion annually in new money going directly to cities and
18 counties.

19 **NOW, THEREFORE, BE IT RESOLVED THAT THE CITY COUNCIL OF**
20 **THE CITY OF ALBANY** strongly urges the Governor and Legislature to identify a
21 sufficient and stable funding source for local street, road, and state highway maintenance
22 and rehabilitation to ensure the safe and efficient mobility of the traveling public and the
23 economic vitality of California.

24 **BE IT FURTHER RESOLVED**, that the City of Albany strongly urges the
25 Governor and Legislature to adopt the following priorities for funding California's streets
26 and roads.

- 27 1. **Make a significant investment in transportation infrastructure.**
28 Any package should seek to raise at least \$6 billion annually and
29 should remain in place for at least 10 years or until an alternative
 method of funding our transportation system is agreed upon.

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

2. **Focus on maintaining and rehabilitating the current system.** Repairing California's streets and highways involves much more than fixing potholes. It requires major road pavement overlays, fixing unsafe bridges, providing safe access for bicyclists and pedestrians, replacing storm water culverts, as well as operational improvements that necessitate the construction of auxiliary lanes to relieve traffic congestion choke points and fixing design deficiencies that have created unsafe merging and other traffic hazards. Efforts to supply funding for transit in addition to funding for roads should also focus on fixing the system first.

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

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


5. **Invest a portion of diesel tax and/or cap & trade revenue to high-priority goods movement projects.** While the focus of a transportation funding package should be on maintaining and rehabilitating the existing system, California has a critical need to upgrade the goods movement infrastructure that is essential to our economic well-being. Establishing a framework to make appropriate investments in major goods movement arteries can lay the groundwork

1
2
3
4
5
6
7
8
9
10
11
12
13
14
15
16
17
18
19
20
21
22
23
24
25
26
27
28
29

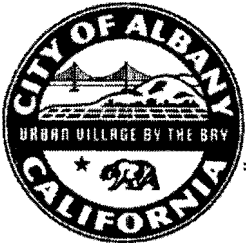
for greater investments in the future that will also improve air quality and reduce greenhouse gas emissions.

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

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



PETER MAASS, MAYOR



City of Albany

1000 San Pablo Avenue • Albany, California 94706
(510) 528-5710 • www.albanyca.org

RESOLUTION NO. 2015-63

PASSED AND APPROVED BY THE COUNCIL OF THE CITY OF ALBANY,

the 8th day of September, 2015, by the following votes:

AYES: Council Members Barnes, McQuaid, Pilch and Mayor Maass

NOES: none

ABSENT: Council Member Nason

ABSTAINED: none

RECUSED: none

WITNESS MY HAND AND THE SEAL OF THE CITY OF ALBANY, this 9th
day of September, 2015.

Eileen Harrington
DEPUTY CITY CLERK

The City of Albany is dedicated to maintaining its small town ambiance, responding to the needs of a diverse community, and providing a safe, healthy and sustainable community.