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Office of Mayor Sam Liccardo

San José Mayor Liccardo Testifies in Sacramento for Local Transportation Infrastructure Funds

Governor Calls Special Session of Transportation & Infrastructure Committee

SACRAMENTO – San José Mayor Sam Liccardo is speaking at the Special Session of the Senate Transportation and Infrastructure Committee today. Mayor Liccardo submitted a letter co-signed by a half dozen colleagues, mayors from several of California’s largest cities, including Ed Lee from San Francisco, Kevin Johnson from Sacramento, Libby Schaaf from Oakland, Robert Garcia from Long Beach, and Miguel Pulido from Santa Ana. As mayors, they are advocating that any new transportation measure commit funding in equal amounts between local streets and state highways.

The Mayors are urging the preservation of California’s roadways by enacting a program consistent with Senator Beall’s bill SBX1-1 that would allocate funding in equal amounts to rehabilitate state highways and aid cities and counties with much needed local road repairs.

“Road repairs and the unfunded maintenance of transportation infrastructure constitutes yet another ‘wall of debt,’ that threatens to engulf the finances of many local governments,” stated Liccardo.

“This legislature must care about city and county streets as a funding priority, because every single trip in virtually every part of the State of California, begins and ends on a city street or county road. The State of California provides for a single, integrated roadway network in partnership with cities and counties, and our local share of that network comprises 81 percent of the roadway miles of this state. Let me put it bluntly: five years of delay costs us \$11 billion dollars. We’re all in this together”

If the City continues to receive the currently available revenue for pavement maintenance, the overall condition of the system will significantly deteriorate. The "cost of doing nothing" or maintaining the status quo would result in a decline of the overall system from “fair” in 2020 to “poor” in 2025; with an accumulation of deferred maintenance estimated at \$987 million in 2020 and \$1.826 billion in 2025.

Statewide, the picture is even direr. The local street system is a huge part of California’s network...more than 80% of California’s roads are owned by cities and counties. And the system is experiencing a huge shortfall over the next ten years, totaling \$78.3 billion – which will result in an enormous decline in the condition of our roads & highways. That fast decline will be reflected in dollars too. If we wait just five years to invest more in the system, the price tag to bring the local system up to par will be \$11 billion higher than if we invest today. The cost of doing nothing far

exceeds the burden of any fee or tax increase that this legislature might consider to address this crisis.

The Special Session meets at today at 10 AM or upon adjournment of floor session in Senate Committee Room 112 in the State Capitol building. The Special Session will be televised.