



December 8, 2016

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The Honorable Jim Frazier
Member, California State Assembly
State Capitol, Room 3091
Sacramento, CA 95814

**Re: AB 1 (Frazier) – Transportation Funding
As introduced on December 5, 2016 – SUPPORT**

Dear Assembly Member Frazier,

The California State Association of Counties (CSAC) writes in strong support of your AB 1 and to thank you for your continued perseverance and leadership in trying to address California's tremendous transportation infrastructure needs and keep our economy moving. Your work to continue to refine a transportation funding and reform proposal that takes elements of your concepts, Republican ideas on revenues and reforms, aspects of the Governor's transportation plan, and responds to input from your colleagues and stakeholders is critical to develop a comprehensive and robust bi-partisan solution.

AB 1 would provide much-needed new statewide investment to maintain and improve local streets and roads and state highways, ensure existing revenues meant for transportation projects are redirected to transportation, and implement a number of reforms to improve project delivery while still protecting the environment.

AB 1 would result in approximately \$2.4 billion in retuned existing and new on-going revenue at full implementation of the package for multi-modal investments into the local street and road system. The bill includes as eligible projects road maintenance and rehabilitation, safety projects, railroad grade separations, and complete street components—including active transportation, pedestrian and bike safety projects, and transit facilities – and drainage and stormwater capture projects built in conjunction with any other allowable project. Funding from the bill could also be used as matching funds for state and federal funding programs.

Outside of the revenue provisions, AB 1 includes strong accountability measures, including a local maintenance of effort requirement and project-level reporting to the California Transportation Commission. In terms of local project streamlining, the bill would expand an existing CEQA exemption available to small cities and counties for maintenance, rehabilitation and safety projects in the existing right-of-way to all local jurisdictions and the state, and create a transportation advanced mitigation program.

As you know, local governments have identified ten-year unmet needs of \$73 billion on the local streets and roads system in addition to \$59 billion in deferred maintenance on the state highway system. As roads deteriorate, they become increasingly expensive to repair. In fact,

rebuilding a road completely can cost as much as twenty times more than routine maintenance that would have extended the service life of the same infrastructure. **As such, research by CSAC, the League of California Cities and California's regional transportation agencies shows that failure to invest additional funds toward local system maintenance today will only increase maintenance needs in the future (the backlog will grow by \$11 billion in just five years and \$21 billion in a decade).** AB 1 will make investments significant enough to improve California's local streets and roads and reduce future burdens on taxpayers.

Investing in our roads and highways, active transportation facilities, transit and key freight corridors through targeted and balanced increases in revenue will improve California's transportation facilities today and save taxpayers money for the upkeep of this infrastructure tomorrow—not to mention the savings individual drivers will realize from smoother and safer roads that reduce wear and tear on vehicles.

We look forward to working with you and legislative leadership and the Administration on their promise to successfully advance a meaningful transportation reform and funding package early in the 2017 legislative session.

For more information on our position, please do not hesitate contact me at 916.650.8185 or kvalentine@counties.org.

Sincerely,



Kiana L. Valentine
Legislative Representative