

RESOLUTION 18-48

RESOLUTION OF THE BOARD OF DIRECTORS OF THE CITY/COUNTY ASSOCIATION OF GOVERNMENTS OF SAN MATEO COUNTY OPPOSING PROPOSITION 6 ON THE NOVEMBER 2018 BALLOT

RESOLVED, by the Board of Directors of the City/County Association of Governments of San Mateo County (C/CAG); that,

WHEREAS, C/CAG is the designated Congestion Management Agency (CMA) for San Mateo County responsible the programming, oversight, and delivery for most federal, state and local transportation funding programs within the county, and

WHEREAS, C/CAG works with its member agencies to develop policies and implement programs that serve the interest of our member cities regarding transportation policies and resulting in actions that includes implementing a vehicle license fee program, participation in the development of the Regional Transportation Plan, development and implementation of transportation demand management programs, and development of the Countywide Transportation Plan, and

WHEREAS, C/CAG works closely with its member cities and the county whom have primary responsibility for maintaining the network of local streets and roads; and that the 2016 California Statewide Local Streets and Roads Needs Assessment, which provides critical analysis and information on the local transportation network's condition and funding needs, indicates that the condition of the local transportation network is deteriorating at an increasing rate, and

WHEREAS, until the Legislature acted last year, cities and counties were facing a funding shortfall of \$73 billion over the next 10-years to repair and maintain in a good condition the local streets and roads system; and the State Highway System was facing a similar \$57 billion of deferred maintenance, and

WHEREAS, the State of California enacted Senate Bill 1 – The Road Repair and Accountability Act of 2017 (SB 1) that went into effect on November 1, 2017, which enacted vehicle fees and a gas tax to provide the first significant, stable increase in state transportation funding in more than two decades, and

WHEREAS, SB 1 will raise approximately \$5.4 billion annually in long-term, dedicated transportation funding to rehabilitate and maintain local streets, roads, and highways, make critical, life-saving safety improvements, repair and replace aging bridges and culverts, reduce congestion and increase mobility options including bicycle and pedestrian facilities with the revenues split equally between state and local projects, and

WHEREAS, SB 1 will provide an average of \$36 million annually to this county for local streets for road maintenance, public transit, and local priority transportation projects. In general, local governments will see their budget for filling potholes and fixing local streets nearly double, and

WHEREAS, SB 1 also provides critical opportunities for C/CAG and it's partnering agencies to compete for additional funds to address highway congestion, build infrastructure to support trade and

commerce, and expand rail and bus transit, and

WHEREAS, SB1 has restored funding to the State Transportation Improvement Program (STIP) and \$2.2 billion is now available for new road, bridge and transit projects over the next four years, and

WHEREAS, SB 1 provides critically-needed STIP funding in San Mateo County that will be used for: the US 101 Managed Lane Project, Expanded Express Bus service, Caltrain Electrification, the SR 92/ US 101 Interchange Improvements, Produce Interchange Improvements, Woodside Interchange Improvements, Bike and Pedestrian enhancements, Local Streets and Roads rehabilitation projects, and

WHEREAS, SB 1 contains strong accountability and transparency provisions to ensure the public knows how their tax dollars are being invested and the corresponding benefits to their community including annual project lists that identify planned investments and annual expenditure reports that detail multi-year and completed projects, and

WHEREAS, these transportation revenues should be constitutionally protected to ensure funds are used only for transportation purposes, and

WHEREAS, Proposition 69 passed on the June 2018 ballot prevents the State Legislature from diverting any new transportation revenues for non-transportation improvement purposes, thereby providing greater certainty and accountability for these revenues, and

WHEREAS, there is also a measure on the November 2018 ballot (Proposition 6) that would repeal the new transportation revenues provided by SB 1 and make it more difficult to increase funding for state and local transportation improvements in the future, and

WHEREAS, Proposition 6 would divert transportation funding annually dedicated to San Mateo County jurisdictions, and halt critical investments in future transportation improvement projects in our community, and

NOW THEREFORE BE IT RESOLVED, that the C/CAG hereby opposes Proposition 6 that would repeal the new transportation funds and make it more difficult to raise state and local transportation funds in the future and further resolve, that the C/CAG supports a diverse coalition of local government, business, labor, transportation and other organizations throughout the state, in opposition to the repeal of SB 1

PASSED, APPROVED, AND ADOPTED, THIS 12TH DAY OF JULY 2018.



Maryann Moise Derwin, Chair