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Cities Concerned with Redevelopment Dissolution Bill, Should Prepare for Legislature's Return Aug. 17

When the Legislature returns from its summer recess on Aug. 17, the State Capitol will become chaotic with action on many bills prior to the session's adjournment on Sept. 11. Therefore, it remains important for city officials concerned about AB 113's harmful provisions to take advantage of the remaining weeks of the legislative recess to communicate with their legislators and update letters. *For more, see Page 2.*



New Report Ranks 15 California Urban Areas as Having the Worst Roads in the U.S.

Poor Pavement Conditions Also Lead to High Car Maintenance and Repair Costs

According to a new report released Thursday, 15 of California's urban centers have pavement conditions that rank among the nation's most deteriorated. The same report found that the poor condition of California's pothole-filled roads also puts California among the states with the highest in the nation costs for car maintenance. *For more, see Page 2.*



Two Keynote Speakers Announced for League Annual Conference

The League of California Cities® announces two keynote speakers for the 2015 Annual Conference & Expo in San José this Sept. 30–Oct. 2. *For more, see Page 4.*

Earlier this week, the League submitted a packet to the members of the [Senate Budget Committee](#), the members of the Assembly Democrat Working Group and key legislative consultants containing nearly 100 letters from cities that have recently confirmed with the League that they remain [opposed to AB 113](#).

The major concern for many cities with AB 113 is its effort to reverse court decisions and existing incentives offered to cities in AB 1484 of 2012 as encouragement to expeditiously resolve issues and obtain a Department of Finance "finding of completion." Now that many agencies have made the concessions necessary to obtain these findings, it is simply wrong to move the goalposts and change the rules.

Prior to the legislative break, the Senate Budget Committee canceled a scheduled hearing on the bill, no hearing is currently scheduled. The Assembly Democrat Caucus also convened a small working group several weeks ago to examine the redevelopment proposal. Assembly Member Chris Holden (D-Pasadena) chairs this committee.

City AB 113 Summer Break "To Do" List

1. If a city is harmed by this proposal and is not listed in opposition, they need to get an opposition letter submitted to the Legislature.
2. If a city is listed in opposition, they should check in with their legislators over the break and remind them of their continued opposition and what the impacts would be to their community. Personal meetings during the break may be particularly helpful.
3. Each city that is opposed to the bill is encouraged to also send an updated oppose letter on the bill (sample attached), especially if their prior letter was to a previous RN # version, so legislators or staff cannot later say that they haven't heard from their city on AB 113. If a city has problems with the definition of "loan" or interest rate in AB 113, then they are also encouraged to add specifics in the letter that reflect estimated local impacts.

The League has prepared a sample letter that city officials can use to oppose AB 113 that is available through the [League's website](#).

TRIP, a national transportation group based in Washington D.C., issued a report today examining pavement conditions and associated vehicle operation costs nationwide. The report, *Bumpy Roads Ahead: America's Roughest Rides and Strategies to Make our Roads Smoother*, can be found [here](#). According to TRIP, poor roads cost the average California motorist \$762 per year. But in some communities, such as Los Angeles and the Bay Area, the cost of poor roads is much higher, more than \$1,000 per year in vehicle maintenance costs.

"Sadly, this report tells us nothing new. Every California driver knows our roads are filled with potholes and in poor repair," said Jim Earp, executive consultant, California Alliance for Jobs. "Year after year nothing gets done to provide adequate funding to fix our roads. Thankfully Gov. Jerry Brown has called a special session of the Legislature this year to figure out how to provide ongoing, reliable, and accountable funding for major road improvements. Our industry will be very involved in letting legislators know this is a priority."

California's poor rankings year after year underscore the need for additional funding to repair state highways and local streets and roads. California's roadway system, whether they be freeways, major urban thoroughfares, residential streets or rural streets, is interconnected. It all must be well-maintained in order for California to thrive. Today, too much of the network is in disrepair and the longer we wait to make repairs, the worse they will be come and the more expensive to fix.

Governor Brown has called a special session of the Legislature to address this topic. The backlog in California is significant:

- Estimates are that local streets and roads face an estimated shortfall of \$78 billion in deferred maintenance and an annual shortfall of \$7.8 billion.
- CalTrans faces a \$59 billion backlog in deferred maintenance and an annual shortfall in the State Highway Operation and Protection Program (SHOPP) of \$5.7 billion.

“In the Bay Area and Los Angeles the poor condition of the roads is costing drivers an extra \$1000 a year in car maintenance and repairs,” said Chris McKenzie, executive director, League of California Cities. “Local streets and roads are the backbone of our transportation system. Cities and counties in fact maintain more than 80 percent of all the roadways within California. The special Legislative session called by Governor Brown to provide additional funding for road repairs is coming at a critical time. We need to start making a serious dent in the billions of dollars of needed repairs. City officials are looking forward to engaging with legislators when they return in August.”

“Every time this report is issued, California has the most number of urban centers on the list of poor roads in the nation,” said Matt Cate, executive director, California State Association of Counties. “The problem is tied directly to the fact that resources for road repair have been shifted and become more scarce. We need to address this problem and find additional and long term funding to begin tackling the billions of dollars in needed repairs. County supervisors are actively involved in the special legislative session this year, in the hopes that we get something done.”

According to the TRIP report, the Federal Highway Administration estimates that each dollar spent on road, highway and bridge improvements results in an average benefit of \$5.20 in the form of reduced vehicle maintenance costs, reduced delays, reduced fuel consumption, improved safety, reduced road and bridge maintenance costs and reduced emissions as a result of improved traffic flow.

HIGHEST SHARE OF MAJOR ROADS AND HIGHWAYS WITH PAVEMENTS THAT ARE IN POOR CONDITION AND PROVIDE A ROUGH RIDE (Source: TRIP Report, July 23, 2015)

Larger Metro Areas (500,000+ population)

San Francisco-Oakland
 Nationwide Ranking: #1
 Percent of Roads in Poor Condition: 74 percent
 Annual Vehicle Maintenance Costs: \$1,044

Los Angeles-Long Beach-Orange County
 Nationwide Ranking: #2
 Percent of Roads in Poor Condition: 73 percent
 Annual Vehicle Maintenance Costs: \$1,031

Concord
 Nationwide Ranking: #3
 Percent of Roads in Poor Condition: 62 percent
 Annual Vehicle Maintenance Costs: \$924

San Jose
 Nationwide Ranking: #8
 Percent of Roads in Poor Condition: 53 percent
 Annual Vehicle Maintenance Costs: \$844

San Diego
 Nationwide Ranking: #9
 Percent of Roads in Poor Condition: 51 percent
 Annual Vehicle Maintenance Costs: \$843

Riverside/San Bernardino
 Nationwide Ranking: #12
 Percent of Roads in Poor Condition: 46 percent
 Annual Vehicle Maintenance Costs: \$812

Sacramento
Nationwide Ranking: #20
Percent of Roads in Poor Condition: 42 percent
Annual Vehicle Maintenance Costs: \$767

Medium-Sized Metro Areas (250,000-500,000 population)

Temecula-Murrieta
Nationwide Ranking: #1
Percent of Roads in Poor Condition: 47 percent
Annual Vehicle Maintenance Costs: \$857

Antioch
Nationwide Ranking: #3
Percent of Roads in Poor Condition: 52 percent
Annual Vehicle Maintenance Costs: \$831

Santa Rosa
Nationwide Ranking: #5
Percent of Roads in Poor Condition: 49 percent
Annual Vehicle Maintenance Costs: \$811

Hemet
Nationwide Ranking: #7
Percent of Roads in Poor Condition: 36 percent
Annual Vehicle Maintenance Costs: \$758

Oxnard
Nationwide Ranking: #15
Percent of Roads in Poor Condition: 36 percent
Annual Vehicle Maintenance Costs: \$669

Victorville-Hesperia-Apple Valley
Nationwide Ranking: #16
Percent of Roads in Poor Condition: 32 percent
Annual Vehicle Maintenance Costs: \$664

Stockton
Nationwide Ranking: #18
Percent of Roads in Poor Condition: 34 percent
Annual Vehicle Maintenance Costs: \$657

Modesto
Nationwide Ranking: #19
Percent of Roads in Poor Condition: 30 percent
Annual Vehicle Maintenance Costs: \$636

'Annual Conference' Continued from Page 1...

Join fellow city colleagues for these entertaining and informative sessions:

- **Greg Lucas, California State Librarian**
“If You Build It They Will Come — The Huge Civic Payoff of 21st Century Libraries”
Throughout history, cities have been the incubators of civic, cultural, educational, and economic innovation in California. City officials don't need to look any further than their local public library for a hotbed of innovation and a major catalyst for building a stronger city. Join former political reporter and now California State Librarian, Greg Lucas, as he takes you on a tour of the ways in which community libraries are engaging citizens, transforming the way we learn and grow, helping expand local economies, and providing

vibrant and energetic urban places that attract entrepreneurs, families, potential employees, and tomorrow's leaders. Greg will be speaking at the opening general session which starts at 3 p.m. on Sept. 30 at the San José Convention Center.

- **Cam Marston, Leading Expert on the Impact of Generational Change
"A Workplace in Transition"**

Only yesterday, Generation X entered the workplace and managers were perplexed with their behavior. Today Gen X'ers are the managers and are struggling to accommodate and retain the Millennial generation (aka Gen Y). Millennials are the single largest generation in the workplace. Though fluent with technological communications (they don't prefer it, they mandate it), their ability to empathize in person has been stymied due to an increase in handheld technology. Still very relevant are the Boomers who are busier than they had ever thought they'd be at this point in their lives and careers. Learn the ins and outs of a workplace in transition. Get tips on working with, and for, each of the different generations and enjoy a humorous approach to mixing them all together. Cam will be speaking at the general session which starts at 9:45 a.m. on Oct. 1 at the San José Convention Center.

[Register](#) before Aug. 5 and receive \$50 off registration. Registration and more information can be found on the League's [website](#).
