

Agenda Report

TO: City Council April 26, 1999
FROM: City Manager
SUBJECT: Support for Senate Bill 315 (Burton) – Transportation Infrastructure Bonds

RECOMMENDATION

It is recommended that the City Council:

1. Adopt the attached resolution supporting Senate Bill 315 (Burton) – *Transportation Infrastructure Bonds*, with amendments that would be beneficial to Pasadena.
2. Authorize the Mayor to send letters to the appropriate authorities stating Pasadena's position.

BACKGROUND

On February 8, 1999 Senator Burton introduced SB 315 which would enact the Transportation Infrastructure Bond Acts of 2000, 2002, 2004, and 2006. If adopted by the voters, each bond would authorize the issuance of \$4 billion of bonds (for a total of \$16 billion) to be used for the repair and upgrading of transportation infrastructure. The bill would specifically set aside funds for:

1. The rehabilitation of the state highway systems;
2. Assistance to local governments for rehabilitation and storm damage repair of local streets and roads;
3. Public transit capital assistance; and
4. Completion of a list of high-priority capital projects of statewide significance.

Also on February 8, 1999, Senator Burton introduced Senate Resolution 8 and Senate Constitution Amendment 3. Passage of these two pieces of companion legislation would help ensure the passage of SB 315 and voter approval of the \$16 billion of transportation bonds. Senate Resolution 8 would require the California Transportation Commission to perform a ten-year assessment of the state's transportation system to identify high-priority projects. Senate Constitution Amendment 3 would require only a majority vote of voters to approve a special tax if it is for funding transportation projects. Currently the California Constitution requires a two-thirds vote of the electorate for approval of special taxes of a city, county or special district.

While staff supports this effort to provide an influx of funds to address sorely underfunded transportation needs, there are provisions of this bill which could have adverse affects on Pasadena. Staff is concerned that cities, like Pasadena, that have invested in the deferred and preventive maintenance of its streets will not receive great benefit from this bill. Beginning in the late 1980s, Pasadena issued bonds to repair our deteriorated and damaged asphalt streets. We also invest about \$2 million per year in a capital project to maintain our asphalt streets in good repair. If this bill gives monies to the cities with the greatest need in deferred maintenance, Pasadena will be penalized because we chose to make that tough decision over ten years ago.

Pasadena also has a sizable number of concrete streets. These streets are more expensive to maintain and the City currently has a backlog of deferred pavement maintenance and rehabilitation of concrete streets totaling \$ 17.8 million.

Further, it is unclear from the bill's language whether the bill provides assistance for the maintenance of all local streets or only the arterial street system. If the bill does not restrict the type of streets that qualify for assistance, then Pasadena can benefit from this bill as we have residential and collector streets that are in need of repair.

While the list of high priority projects that this bill will fund has not yet been identified, staff wants to advocate the inclusion of soundwalls and the seismic retrofit of bridges. These two areas represent Pasadena's greatest transportation needs that do not have a dedicated funding source. Staff recommends that the City support SB 315, but that we work to get it amended to include these two items.

Finally, staff is concerned, that the public transit capital assistance category will only fund regional transportation systems. For Pasadena to receive the greatest benefit, local transit systems such as Pasadena ARTS should also receive funding from this bill. Further the Pasadena Blue Line should be an eligible project to receive funding if necessary.

The League of California Cities supports this bill because of its overall benefit to cities. This bill was heard before the Senate Transportation Committee on April 6, 1999

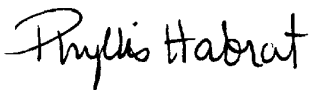
FISCAL IMPACT

Passage of SB 315 and approval by the voters of all four bond issues would provide a total of \$16 billion dollars for improving our state's transportation infrastructure. The exact amount of funding Pasadena could receive has not yet been determined.

Respectfully submitted,

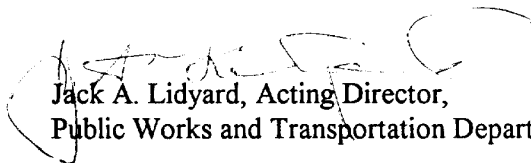

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