Governor Brown's Transportation Funding Plan

This proposal is a balance of new revenue and reasonable reforms to ensure efficiency, accountability and performance from each dollar invested to improve California's transportation system.

Frequently Asked Questions

This proposal is a combination of new revenue and reform with measurable targets for improvements including regular reporting, streamlined projects with exemptions for infrastructure repairs and flexibility on hiring for new workload.

How much does this program provide overall for transportation improvements?

- Over the next decade, the Governor's Transportation Funding Plan provides an estimated $36 billion in funding for transportation, with an emphasis on repairing and maintaining existing transportation infrastructure and a commitment to repay an additional $879 million in outstanding loans.

How much does it require the average vehicle owner in California to pay?

- The proposal equates to roughly 25-cents per motorist per day according to the Department of Finance. The latest TRIP* study released, and subsequent article in the Washington Post, showed that Californians spend on average $762 annually on vehicle repair costs due to wear and tear / road conditions, etc. http://www.washingtonpost.com/news/wonkblog/wp/2015/06/25/why-driving-on-americas-roads-can-be-more-expensive-than-you-think/ A figure that should go down significantly with improved road conditions.

How will the program improve transportation in California over the next decade?

- Within 10 years, with this plan, the state has made a commitment to get our roadways up to 90% good condition. Today, 41% of our pavement is either distressed or needs preventative maintenance. A commitment has also been made to repair an additional 200 bridges that are in distressed condition.

How does the plan ensure my tax dollars will be used for transportation improvements?

- The plan includes a Constitutional Amendment to Article XIX that ensures that tax dollars will be used for transportation improvements.

How does the plan hold Caltrans and local governments accountable to deliver what they promise?

- The proposed legislation requires Caltrans to annually report to the California Transportation Commission (CTC) on achievement of performance targets – the CTC will then report annually to the Legislature and the CTC may withhold funds from Caltrans if funds are not being appropriately spent. Similarly, the CTC will evaluate projects submitted by cities and counties for program funding and evaluate the success of the program in reducing deferred maintenance on local roads. Finally, the State Controller will also audit local government expenditures and will recover and/or withhold funds if not appropriately spent.

**The Road Information Program (TRIP) – a nonprofit organization that focuses on surface transportation.*

Funding

Funding the Governor's Proposal

The Governor's Transportation Proposal would provide over $36 billion in the first decade of implementation, with an additional $879 million in early loan repayments. These investments are funded from the following sources, which would cost the average motorist about 25 cents per day, or $7 per month:

New Revenue:

- **Road Improvement Charge** – implement a new annual road improvement charge as part of vehicle registration. The charge would be $65 per vehicle, including hybrids and electric vehicles, and would raise $20 billion over ten years.
- **Gasoline Excise Tax** – stabilize the current rate at the five-year average of 18 cents for the price-based amount, eliminating the annual Board of Equalization adjustments – the total state gasoline excise tax would be 36 cents. This tax would be adjusted annually for inflation to maintain purchasing power. Over ten years, this change would generate $5 billion.
- **Diesel Excise Tax** – increase the current rate by 11 cents per gallon (to a total of 24 cents per gallon) and index annually for inflation to maintain purchasing power. Over ten years, this change would generate $5 billion.

Existing Revenue and Reform:

- **Greenhouse Gas Reduction Fund** – direct additional Cap and Trade auction proceeds to the Transit and Intercity Rail Program and a new Low Carbon Road Program. Funds would be appropriated through the annual budget process and over ten years would total $4 billion for the Transit and Intercity Rail Program and $1 billion for the Low Carbon Road Program.

- **Caltrans Reforms** – Implement cost-saving reforms at Caltrans to generate $1 billion over ten years.

Accelerated Loan Repayment:

- **Acceleration of $879 million in Outstanding Transportation Loans** – would direct one-time outstanding loan repayments as follows:

  - $132 million for highway maintenance and rehabilitation
  - $265 million for the Transit and Intercity Rail Capital Program
  - $334 million for the Trade Corridor Investment Fund Program
  - $148 million to complete or reimburse projects programmed in the Traffic Congestion Relief Program.

10-Year Funding Detail

Transportation Funding Proposal	Year #1 2016-17	Year #2 2017-18	Year #3 2018-19	Year #4 2019-20	Year #5 2020-21	Year #6 2021-22	Year #7 2022-23	Year #8 2023-24	Year #9 2024-25	Year #10 2025-26	10-year total
Highway User Fee: Charge a $65 per vehicle highway user fee. (30.9 million vehicles)	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 2.01	$ 20.11
Diesel Excise Tax: (1) Increase diesel excise tax by 11 cents over the current 13 cent per gallon rate. Largely affects owners of larger trucks, including owners/operators of 450,000 commercial trucks.	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 0.42	$ 4.18
(2) Index the diesel excise tax to Inflation.	$ -	$ 0.02	$ 0.04	$ 0.06	$ 0.08	$ 0.09	$ 0.12	$ 0.14	$ 0.16	$ 0.18	$ 0.87
Total Diesel Excise Tax:	$ 0.42	$ 0.44	$ 0.45	$ 0.47	$ 0.49	$ 0.51	$ 0.53	$ 0.55	$ 0.57	$ 0.60	$ 5.05
Index Gas Excise Tax*: Eliminate annual adjustment to the excise tax rate and index the gas tax to inflation - drivers would pay an average of $20 more per year over 10 years.	$ -	$ 0.11	$ 0.21	$ 0.32	$ 0.44	$ 0.55	$ 0.67	$ 0.79	$ 0.91	$ 1.04	$ 5.04
Cap and Trade: Allocate $500 million per year of the 40% of C&T revenue that is not continuously appropriated.	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 0.50	$ 5.00
Ongoing Transportation Revenue:	**$ 2.93**	**$ 3.05**	**$ 3.18**	**$ 3.31**	**$ 3.44**	**$ 3.58**	**$ 3.71**	**$ 3.85**	**$ 4.00**	**$ 4.14**	**$ 35.20**
Caltrans Efficiencies: Hiring flexibility, CEQA, Public Private Partnerships	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 1.00
Pre-Proposition 42 loan early repayment: $879 million total - $132 million SHA, $265 million PTA, $482 million TCRF.	$ 0.13	$ 0.27	$ 0.33	$ 0.15	$ -	$ -	$ -	$ -	$ -	$ -	$ 0.88
Total:	**$ 3.16**	**$ 3.42**	**$ 3.61**	**$ 3.56**	**$ 3.54**	**$ 3.68**	**$ 3.81**	**$ 3.95**	**$ 4.10**	**$ 4.24**	**$ 37.07**
Expenditure Plan											
Local											
Transit	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 0.40	$ 4.00
Local Partnership	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 0.25	$ 2.50
Local Streets and Roads (40% of remiaining unallocated funds)	$ 0.79	$ 0.84	$ 0.89	$ 0.94	$ 1.00	$ 1.05	$ 1.11	$ 1.16	$ 1.22	$ 1.28	$ 10.28
Local Streets and Roads (Complete Streets/GHG reduction)	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 0.10	$ 1.00
Subtotal:	**$ 1.54**	**$ 1.59**	**$ 1.64**	**$ 1.69**	**$ 1.75**	**$ 1.80**	**$ 1.86**	**$ 1.91**	**$ 1.97**	**$ 2.03**	**$ 17.78**
State											
SHOPP/Maintenance (60% of remaining unallocated funds)	$ 1.19	$ 1.26	$ 1.34	$ 1.42	$ 1.50	$ 1.58	$ 1.66	$ 1.74	$ 1.83	$ 1.92	$ 15.42
Trade Corridors	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 0.20	$ 2.00
Subtotal:	**$ 1.39**	**$ 1.46**	**$ 1.54**	**$ 1.62**	**$ 1.70**	**$ 1.78**	**$ 1.86**	**$ 1.94**	**$ 2.03**	**$ 2.12**	**$ 17.42**
Early Loan Repayment											
Transit, trade Corridors, Local TCRF Projects, SHOPP	**$ 0.22**	**$ 0.22**	**$ 0.22**	**$ 0.22**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ -**	**$ 0.88**
Caltrans Efficiencies	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 0.10**	**$ 1.00**
Total:	**$ 3.25**	**$ 3.37**	**$ 3.50**	**$ 3.63**	**$ 3.54**	**$ 3.68**	**$ 3.81**	**$ 3.95**	**$ 4.10**	**$ 4.24**	**$ 37.08**

* BOE-adjusted gas tax is set at 5-year average of 18 cents (up 6 cents from July 1, 2015 level), revenue is not scored above because of unknown current-law future fluctuation, but relative to the May Revision forcast, would increase revenue $1.1 billion in 2016-17, with fluctuating amounts thereafter depending on gasoline prices. This revenue is distributed by current-law formula, 44% for cities and counties, 12% for the SHOPP, and 44% for the STIP.

Benefits

10-Year Benefits of the Governor's Proposal

The Governor's Transportation funding framework would provide over $36 billion* in the first decade of implementation, with an additional $879 million in early loan repayments. These investments would allow the state, local governments, and transit agencies to implement reforms and make significant improvements to our transportation system.

Local Investments:

- **Local Streets and Roads Repair would receive $11.3 billion** in additional funding primarily through formulaic allocation that would benefit cities and counties, large and small, urban and rural. For example, the City of Los Angeles would receive $650 million, the City of Fresno would receive $83 million, and the City of Redding would receive $15 million. In terms of counties, Sonoma would receive $89 million, Santa Clara would receive $206 million, and San Diego would receive $377 million.

- **Transit and Rail would receive $4.3 billion** in additional funding, including funds from loan repayment, allocated through the Transit and Intercity Rail Program (TIRCP), which was recently modified by Senate Bill 9 (Beall, Chapter 710, Statutes of 2015). If funds are leveraged like the recent TIRCP grant cycle, a total of about $13.8 billion in transit and rail projects can be accomplished.

** revenue estimates based on fuel consumption and vehicle ownership forecast*

- **State-Local Partnership Grants would total $2.5 billion** in additional funding for local transportation projects. If funds are leveraged like the recent Proposition 1B program, a total of about $25 billion in projects can be accomplished. (The Proposition 1B program allocated roughly $930 million to 187 projects and ultimately leveraged $8.8 billion in other funds.)

- **Traffic Congestion Relief Program would receive $148 million** in loan repayment for program closeout of remaining programmed projects.

State Investments:

- **Highway and Bridge Repair would receive $15.5 billion** in additional funding, including funds from loan repayment, to improve highway pavement to 90% good condition, fix an additional 200 highway bridges, and improve communities through achieving good service for highway litter pick-up and graffiti removal.

- **Trade Corridors would receive $2.3 billion** in additional funding, including funds from loan repayment, to invest in priority freight corridors to grow the economy and implement the upcoming sustainable freight strategy. If funds are leveraged like the recent Proposition 1B program, a total of about $6.8 billion in projects can be accomplished. (The Proposition 1B program allocated nearly $2.4 billion to over 80 projects and ultimately leveraged $4.7 billion in other funds.)

- **State Transportation Improvement Program (STIP) would be stabilized** by eliminating annual Board of Equalization adjustments and setting the applicable gas excise tax rate at the 5-year average of 18 cents. Since current projections for gasoline price come in under that average, the current STIP funding shortfall would be mitigated and approximately $500 million in additional STIP funding would be realized so currently-programmed projects can receive funding and need not be delayed.

Reforms:

- **Extension of Public-Private Partnership Authority:** The Governor's proposal would extend the statutory authority for public-private partnerships for new transportation projects by 10 years, extending the current sunset until 2027.

- **Specific Performance Measures:** The Governor's proposal includes specific performance measures against which Caltrans will be held accountable for the investment of new transportation funding. The department will commit to improvements in highway pavement, bridge conditions, maintenance activities, and flood control measures to be achieved over the next decade. The proposal requires the department to report on progress toward these improvements each year to the CTC, the Legislature and the public.

- **Streamlined Environmental Process:** The Governor's proposal includes effective streamlining provisions to get projects delivered efficiently. They include a limited California Environmental Quality Act (CEQA) exemption; advancing project environmental mitigation to get more project buy-in early and reduce late challenges; and the extension of federal delegation for Caltrans to complete federal and state environmental review concurrently. Collectively, these efforts will take months off of project delivery timelines.

- **Staff Flexibility at Caltrans to Meet New Workload:** The Governor's proposal allows for greater use of contract staff to deliver projects funded with new transportation revenue. As workload will expand, Caltrans' ability to use outside consultants to meet new demand for project delivery services should expand too. The Governor's proposal allows for up to a doubling of contract staff over the next five years compared to today's rigid contracting authority.

- **More Innovative Procurement Authority:** The Governor's proposal authorizes Caltrans to utilize a procurement method, known as Construction Manager/General Contractor (CMGC), for double the amount of projects it is authorized for use today. CMGC is a process in which the design and construction management elements of projects are brought together so projects can be executed more quickly and delivered sooner.

- **Dedicated New Transportation Revenue to Transportation Purposes:** The Governor's proposal includes a constitutional amendment to ensure new transportation revenue is dedicated to transportation purposes. The Legislature would not be able to redirect the new revenues to non-transportation purposes.

Justification

California Transportation Overview

California's Transportation System is the largest, most complex and decentralized of any state.

- California drivers travel about 330 billion vehicle miles every year on California highways and roads, more than Florida and New York drivers combined.
- There are nearly 33 million registered vehicles in California, approximately 40% more than that of the next highest state, Texas.
- More than 24.5 million residents are licensed to drive in California, about 9 million more than the next highest state, Texas.

At Caltrans, staff is down:

- The Capital Outlay Support (COS) Program is at its lowest staffing level since before the Toll Bridge Seismic Retrofit Program that began in 1997, despite significant temporary increases from Proposition 1B bonds and the Federal Stimulus package. As transportation funding has decreased, Caltrans has requested staffing reductions to adjust accordingly.
  - The COS Program is at the correct staffing level based on current transportation funding.
  - The COS Program staffing is currently the smallest it has been since Fiscal Year (FY) 1997-98, or 18 years.
  - The COS Program has reduced approximately 3,400 Full Time Equivalents in the last eight years based on reduced transportation funding. As transportation funding and workload has decreased, so has the COS Program staffing. This has been accomplished by forecasting future workload, restricting hiring, and attrition.

Comparison of FTEs, Project Delivery and Construction Contracts

Fiscal Year[1]	Budgeted FTEs[2]	No. of Projects Planned for Delivery	Actual No. of Projects Delivered	Percent Delivered	Capital Value of Delivered Projects ($ Billions)	No. of Ongoing Contracts[3]	Value of Ongoing Contracts ($ Billions)[3]
2002-03	12,098	212	163	77%	1.7	659	7.7
2003-04	11,050	216	188	87%	1.9	586	8.2
2004-05	12,420	222	207	93%	1.5	617	7.7
2005-06	13,093	174	173	99%	2.4	714	9.8
2006-07	12,662	286	286	100%	2.6	646	10.4
2007-08	13,125	294	294	100%	3.3	705	9.4
2008-09	12,516	334	334	100%	3.1	732	9.4
2009-10	11,517	306	304	99%	2.1	664	9.6
2010-11	10,821	346	342	99%	3.1	814	10.9
2011-12	10,571	279	275	99%	2.7	739	11.3
2012-13	10,407	170	167	98%	1.2	713	12.3
2013-14	10,153	219	214	98%	2.1	673	11.1
2014-15	9,894	343	337	98%	2.3	652	10.6
2015-16	9,703[4]	247			2.1[4]	699[4]	9.4[4]

[1]Proposition 1B passed in November 2006.
[2]FTE stands for Full Time Equivalents and includes state staff, consultants and cash overtime.
[3]As of June 30 of each year.
[4]Estimated as of July 31, 2015.

California is Under-Investing in Transportation

According to a study from the Pew Charitable Trusts*, California's per capita spending on surface transportation, both state and local, is $523 annually relative to the US average of $510. However, as a percentage of per capita personal income, California's surface transportation spending falls below the national average.

Other States are Investing More

In the Pew study, 16 states exceeded California's $523 in per capita spending (state and local revenue), including the following states: Alaska at $1,817, Illinois at $674, New York at $1,145, and Washington at $723.

California Faces Costs Pressures that the Average State Does Not

In addition to the fact that California drivers travel over 330 billion vehicle miles every year on California highways and roads (more than Florida and New York drivers combined), and that there are nearly 33 million registered vehicles in California (approximately 40% more than that of the next highest state, Texas), our state faces these cost pressures:

- California is located in a seismically active region, resulting in higher costs for seismic strength.
- California has placed a priority on safety, and incurred additional costs for collision reduction measures such as wider road shoulders and guardrails. These investments have paid off as California's mileage death rate per 100 million miles is 0.91 compared to the national average of 1.09.**
- California is a highly urbanized state, resulting in higher costs from more overpasses and elevated freeways, and higher land cost for rights-of-way, than more rural states.
- California's system is heavily used by heavier freight vehicles that cause more damage to roads.

California Is Not Funding The "State's Share" Of Transportation Costs

- On a nation level, surface transportation funding is 25% federal, 40% state and 36% local, according to Pew.
- In California, surface transportation funding is approximately 25% federal, 25% state and 50% local, as estimated by the Legislative Analyst.

*http://www.pewtrusts.org/~/media/assets/2014/09/surfacetransportationintergovernmentalchallengesfunding.pdf
**http://www.ots.ca.gov/OTS_and_Traffic_Safety/Score_Card.asp

Support

What They're Saying About Governor Brown's Plan to Fix California's Transportation Infrastructure

Cities and Counties

California State Association Of Counties (CSAC)
Executive Director Matt Cate:

"It is a solid framework… further delay will only mean an even steeper price tag..."

> "This represents a balanced approach that includes many of the concepts we've been talking about throughout this past year to address our critical funding needs for local streets, roads, and state highways. It is a solid framework that should serve as the basis of a negotiated compromise. CSAC is urging the Legislature to work on a negotiated package that addresses this critical issue. Further delay will only mean an even steeper price tag for California down the line." (9/3/15)

League Of California Cities
Executive Director Chris Mckenzie:

"A balanced compromise and incorporates some of the best ideas..."

> "Today the Governor's office shared a proposed framework that represents a balanced compromise and incorporates some of the best ideas from a number of California legislators and stakeholders. Included in that framework are a number of needed transportation reforms and a significant investment in the local streets and roads system and public transit." (9/3/15)

Los Angeles Mayor Eric Garcetti:

"Governor Brown has a strong plan… the Legislature should use his framework to reach a final compromise..."

> "Governor Brown has a strong plan to help repair California's deteriorated roads, bridges and highways. The Legislature should use his framework to reach a final compromise package that gets our roads back in working order. With poor roads costing California drivers more than $700 per year in extra vehicle maintenance costs, we cannot afford to wait any longer." (9/8/15)

Long Beach Mayor Robert Garcia:

"I strongly support the Governor's plan..."

> "I strongly support the Governor's plan to make sorely needed repairs to our state's transportation infrastructure, and I call upon the California Legislature to make sure the Governor's plan is fully funded. With the world's 8th largest economy, it is critical that California provide safe, efficient, and well-maintained roads and bridges, and the City of Long Beach greatly appreciates the Governor's leadership on this issue." (9/8/15)

Business and Labor Leaders

Bay Area Council
President & CEO Jim Wunderman:

"We applaud the Governor's leadership… We urge the Legislature to use this framework to reach an agreement..."

> "We applaud the Governor's leadership in presenting a reasonable and workable set of funding proposals that the Legislature can work with to reach bi-partisan agreement. California's transportation needs are immense and we've neglected for too long to provide adequate funding. We need good roads and highways to keep our economy moving and growing. The Governor's framework will move us down the road to meeting the state's transportation needs. We urge the Legislature to use this framework to reach an agreement on a transportation funding plan this year." (9/3/15)

Los Angeles Area Chamber Of Commerce
Senior Vice President Ruben Gonzalez:

"Contains reforms and revenues, both of which are critical."

> "The Governor's framework takes ideas from both parties and is a good foundation to negotiate a final package. It contains reforms and revenues, both of which are critical. But time is of the essence, and all parties should come together quickly to reach a final compromise package." (9/4/15)

Silicon Valley Leadership Group
President & CEO Carl Guardino:

"The right remedy to help cure California's ailing local streets and roads..."

> "With a great combination of reform and revenue, Governor Brown's transportation proposal released today is the right remedy to help cure California's ailing local streets and roads and state highway system. Governor Brown's proposed $3.6 billion a year transportation funding package is a sensible solution to fix the cracks and potholes that have become emblematic of California's crumbling highways, local streets and roads. As we all know in Silicon Valley, where commutes are long and rough, there is an urgent need for transportation improvements that grows more urgent each day. The proposed 50-50 split between state and local transportation needs is sound policy and will help with the $300 billion 10-year gap in transportation priorities and available funding." (9/3/15)

Orange County Business Council
President & CEO Lucy Dunn:

Package ensures we're *"using all existing and new transportation revenues as efficiently and accountably as possible."*

> "The Governor's package includes a mix of reforms to ensure we're using all existing and new transportation revenues as efficiently and accountably as possible. And it also includes a pared down package of new revenues that will help us climb out of the immense funding pothole we've gotten ourselves into that has doomed California roads to the most congested and crumbling in the nation." (9/4/15)

California Alliance For Jobs
Executive Consultant James Earp:

"The California alliance for jobs strongly supports the proposals outlined today by Governor Jerry Brown..."

"The California Alliance for Jobs strongly supports the proposals outlined today by Governor Jerry Brown to help solve decades of neglect to our crumbling local and state streets, roads and highways. He has provided a framework that incorporates many strong reforms called for by the Republicans that will ensure transportation funds are protected and will be used for their intended purpose, as well as regulatory changes that will cut through red tape and move projects more quickly through the pipeline. Characteristic of his fiscal conservatism, the Governor has proposed a modest package of new revenue that will tackle the highest priority road repairs at both the state and local levels. He also proposes investments in freight corridors that help move 40 percent of the nation's goods from the ports to the rest of the country." (9/3/15)

Associated General Contractors Of California (AGC)
CEO Tom Holsman:

"Basis to achieve legislative consensus."

"Agreement on a permanent stable funding source for repair and maintenance of California's streets, roads and highways must be a top priority for the Legislature during the final days of the 2015 legislative session. The Governor's framework released last week must be used as a basis to achieve legislative consensus. This framework includes proposals put forth by both Democrat and Republican leadership and modest new revenue sources that would be protected under the California Constitution to guarantee they are spent on transportation projects. The framework also includes provisions to address better accountability, make more efficient use of the new revenues, improve CEQA processes, address needed reforms of Caltrans and extend public private partnerships. AGC pledges to work with the Governor and the Legislature to arrive at a workable agreement that builds a stable, sustainable revenue stream to fund California's infrastructure." (9/7/15)

California-Nevada Conference Of Operating Engineers
Director Tim Cremins:

"Package makes a permanent investment in the maintenance and repairs of California's highways..."

> "We're pleased the governor's transportation package makes a permanent investment in the maintenance and repairs of California's highways, while not relying on the unpredictable and volatile General Fund. We are further encouraged that the proposal includes a variety of practical and efficient tools to improve the state's approach to repairing our highways, which includes streamlining the environmental review process; strengthening public-private partnerships; and extending local control and financing options to cities and counties. In the coming days, we look forward to working with the governor and leadership to craft a feasible transportation bill that will bring California's highways up to 21st century standards while also creating valuable jobs for workers throughout the state." (9/8/15)

California State Council Of Laborers
Director Jose Mejia:

This plan provides *"much needed maintenance repairs to our highways..."*

> "We are happy to see a fair infrastructure funding package proposal that can start to address the dire needs of our transportation infrastructure necessities. The proposal seeks to responsibly address reforms and accountability, extending the authority for private investment while ensuring constitutional protections on new revenues. This plan provides confidence for approved projects and much needed maintenance repairs to our highways, streets and roadways and at the same time creating jobs, ultimately, contributing to our economy." (9/3/15)

Transportation Leaders

Fix Our Roads Coalition:

"The proposal will help put a significant dent in our huge maintenance backlog..."

"We appreciate the Governor's commitment to addressing this critically important issue. His framework represents a solid foundation for a potential compromise package. Included in the framework are many of the reforms needed to maximize accountability, make better use of existing funding, and to streamline project delivery. These include ideas for constitutional protections of transportation revenues, repayment from the general fund of previously-diverted transportation funds, CEQA streamlining, CalTrans reforms and an extension of public private partnerships. The proposal will help put a significant dent in our huge maintenance backlog, which if not addressed now, will only become exponentially more costly in a few years. It is time to get this done." (9/3/15)

Transportation California:

"A practical solution..."

"California is in an urgent roadway maintenance crisis and Transportation California recognizes the strong effort by the Governor to bring a practical solution to the table in the Special Session. We support the Governor's willingness to tackle new revenue by restoring the gas tax to last year's levels and proposing a per vehicle charge to meet our roadway preservation needs. This approach 'stops the bleeding' inherent in the existing fuel tax structure resulting from the annual tax adjustment and provides a new vehicle-based revenue source that is immune from the erosion of fuel sales due to improving fuel mileage and alternative fuel vehicle usage. We further support the Governor's proposals that will address better accountability, make more efficient use of the new revenues, improve CEQA processes address needed reforms of Caltrans and extend public private partnerships." (9/4/15)

California Transportation Commission
Executive Director Will Kempton:

"A realistic and positive basis for a solution on the transportation funding issue..."

> "The California Transportation Commission has determined that the proposal put forth by the Governor is consistent with the Commission's adopted principles for reform and revenue and sees the package as a realistic and positive basis for a solution on the transportation funding issue hopefully by the end of next week." (9/5/15)

California Transit Association:

"A HUGE victory…"

> "The new transportation funding framework proposed by Governor Brown is a HUGE victory for those that rely on and need better public transit service!" (9/3/15)

Metropolitan Transportation Commission
Executive Director Steve Heminger:

"Kudos to Governor Brown for his bold plan to shore up California's aging roads." (9/3/15)

San Joaquin Regional Transit District
General Manager And CEO Donna DeMartino:

"A sensible framework..."

> "Governor Brown has proposed a sensible framework to improve California's transportation infrastructure. His proposal would fix our highways, repair our roads, and improve public transit systems. We thank the Governor for suggesting this framework, and the legislators who had previously introduced bills in the special session to fund public transit – these leaders clearly know with better public transportation infrastructure comes better quality of life for riders, non-riders, community stakeholders, businesses, and the public at-large." (9/4/15)

Editorial Brown's compromise is California's best bet to fix roads

SEPTEMBER 6, 2015, 5:00 AM

After spending months on the sidelines and "above the fray" while legislators debated how to pay for California's massive backlog of road repairs, Gov. Jerry Brown has finally offered a reasonable compromise that raises fuel taxes and vehicle fees while tapping carbon pollution fees to fund highway, street, bridge and public transit improvements. Legislators ought to support it and start reinvesting in critical state infrastructure.

There is bipartisan agreement on the need to fix the roads. Caltrans has deferred $59 billion worth of highway and bridge repairs. Cities and counties face an even bigger bill, needing $78 billion to return local streets to good condition. And the cost of fixing the roadways increases each year as pavement deteriorates and simple repairs turn into more expensive reconstruction projects. That's why Brown called a special session in June to focus lawmakers' attention on how to fund the work.

Republican leaders, however, have predictably opposed tax increases. Needing some GOP votes to pass the funding package, Brown has pitched a plan that embraces the leaders' calls for more public-private partnerships and cost-cutting on transportation projects while generating $3.6 billion a year in new revenue. That's far less than the $6 billion transportation advocates say is needed, but it would still be the largest infusion of transportation funding in years.

Brown would raise the gasoline excise tax by six cents a gallon and the diesel excise tax by 11 cents a gallon, and have both rise with inflation in the future — meaning that lawmakers could avoid the perennial fights over whether to raise the gas tax. He would also impose a new $65-per-vehicle highway user fee that would apply to all vehicles, most notably the electric cars that avoid the gas tax by using less fuel. Brown has also proposed taking $500 million from the cap-and-trade program — which generated $2.2 billion this year from fees on carbon emissions — to pay for public transit investments, such as electric buses and cleaner rail cars, and to help make streets more bicycle- and pedestrian-friendly. Republicans want to spend cap-and-trade monies on road repairs, but Brown's plan is a more appropriate use of fees that are supposed to fund reductions in greenhouse gas emissions.

Brown's proposal is not perfect. The combination of higher gas taxes and a flat highway user fee will hit the poorest drivers hardest. And it banks on $100 million in savings through "efficiencies" and cost-cutting at Caltrans, which may or may not materialize. But the basic premise of the governor's plan is sound, considering the long-standing bipartisan support in California for raising gas taxes and user fees to fund road repairs. Republicans can't kick the can down the potholed road. It's time to start rebuilding.

Gov. Jerry Brown's transportation funding plan deserves a chance

San Francisco Chronicle | September 5, 2015

Photo: Mark Boster, McClatchy-Tribune News Service

A Caltrans supervisor stands near the pothole-packed Los Angeles junction of the I-5 Southbound and the Eastbound 60.

To rebuild California's crumbling roads, Gov. Jerry Brown is suggesting that California drivers should pay an additional $65 a year and an additional 6 cents per gallon at the pump (11 cents if you use diesel). That's a big chunk for California drivers, and it still might not be enough.

Brown's suggested plan would require a big sacrifice from California's drivers, who already enjoy some of the highest gas prices in the nation and are notorious for hating vehicle user fees. (See: the role that former Gov. Gray Davis' decision to raise the vehicle license fee played in his own political demise.)

The governor is also looking at an uphill battle to earn votes from any of the state legislature's Republicans, who don't want any new taxes.

Plus, even with the new fee and additional gas taxes, the plan will only raise just over half of the money that the state needs to fix all of our deteriorating infrastructure.

The Fix Our Roads coalition (a group of business, city, and county officials) estimates that California has a $6 billion annual funding need; Brown's plan will only deliver $3.6 billion.

Still, plenty of smart organizations like the League of California Cities and the Bay Area Council have come out in support of the plan for good reason.

Continued next page

It may not be all we need in California, but it may be the best we can do.

The new taxes and fees will require two-thirds approval from the state Legislature, and it's not going to be easy to get.

The plan includes reforming Caltrans' hiring procedures and other ideas designed to get Republican support. Meanwhile some in the Democratic caucus are grumbling that the money is less than they wanted. Brown's going to have to convince them that this is in California's best interest — and then convince the voters.

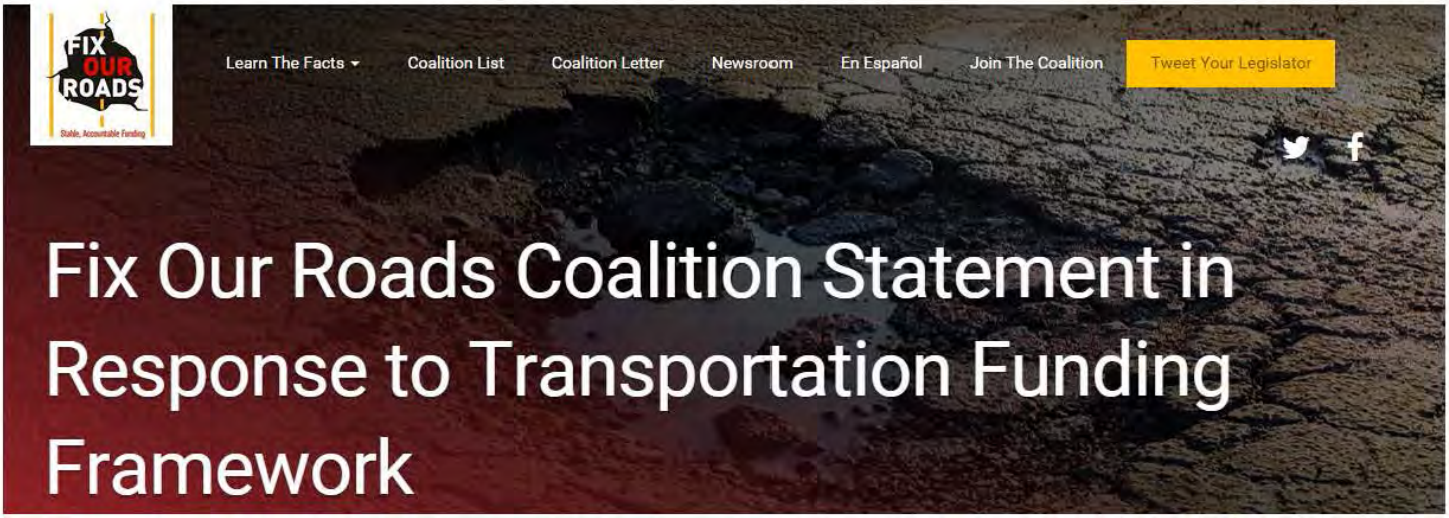
It is definitely in the best interest of Californians to make these investments.

Already, drivers pay a hidden vehicle tax of $762 per year, just because the highways and roads are in such disrepair. A $65 fee would feel painful because it's more obvious, but in the long run, it could actually save California drivers money.

Improving the highways would be good for our economy as well. Our ability to move goods depends on the state of our transit corridors, and right now they're in sorry shape.

Brown's plan isn't going to please everyone, but there's no transportation funding plan that will.

The purpose of this summer's special session was to create a compromise. It's not perfect, but it beats the inertia that has been the default approach for far too long.



Fix Our Roads Coalition Statement in Response to Transportation Funding Framework

Sacramento – The Fix Our Roads Coalition, including cities, counties, labor, business and transportation advocates, issued the following statement today in support of the transportation funding framework being floated by Governor's office today:

"We appreciate the Governor's commitment to addressing this critically important issue. His framework represents a solid foundation for a potential compromise package.

"Included in the framework are many of the reforms needed to maximize accountability, make better use of existing funding, and to streamline project delivery. These include ideas for constitutional protections of transportation revenues, repayment from the general fund of previously-diverted transportation funds, CEQA streamlining, CalTrans reforms and an extension of public private partnerships (P3s).

"The proposal will help put a significant dent in our huge maintenance backlog, which if not addressed now, will only become exponentially more costly in a few years.

"It is time to get this done."

To read the seven principles supported by the Fix Our Roads coalition, go to our website here. There you can also see a list of coalition members.

IMMEDIATE RELEASE
September 3, 2015

Contact: Rufus Jeffris
O: 415-946-8725
C: 415-606-2337
rjeffris@bayareacouncil.org

BAY AREA COUNCIL WELCOMES GOV. BROWN'S DRAFT FRAMEWORK ON TRANSPORTATION FUNDING

SAN FRANCISCO, CA – The Bay Area Council reacted positively to a draft framework unveiled by Gov. Jerry Brown today that would generate $3.6 billion annually to fix California's broken roads, highways and bridges. The framework comes as the Legislature works in special session to develop a transportation funding package.

"This framework can help clear the road for a badly needed transportation funding plan," said Jim Wunderman, President and CEO of the Bay Area Council. "We applaud the Governor's leadership in presenting a reasonable and workable set of funding proposals that the Legislature can work with to reach bi-partisan agreement. California's transportation needs are immense and we've neglected for too long to provide adequate funding. We need good roads and highways to keep our economy moving and growing. The Governor's framework will move us down the road to meeting the state's transportation needs. We urge the Legislature to use this framework to reach an agreement on a transportation funding plan this year."

According to the draft framework, which was shared with the Bay Area Council, the $3.6 billion in funding would come from a combination of $2 billion from a $65 highway user fee; $500 million from cap and trade revenue; $500 million from a gas excise tax; $500 million from a diesel excise tax; and, $100 million from efficiencies at Caltrans. The money would be split equally between state and local uses.

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About the Bay Area Council
The Bay Area Council is a business-sponsored, public-policy advocacy organization for the nine-county Bay Area. The Council proactively advocates for a strong economy, a vital business environment, and a better quality of life for everyone who lives here. Founded in 1945, the Bay Area Council is widely respected by elected officials, policy makers and other civic leaders as the voice of Bay Area business. Today, approximately 275 of the largest employers in the region support the Bay Area Council and offer their CEO or top executive as a member. Our members employ more than 4.43 million workers and have revenues of $1.94 trillion, worldwide.

Transportation CALIFORNIA

Mark Watts, Interim Executive Director
925 L Street, Suite 220 ♦ Sacramento, CA 95814♦ Phone 916-446-1280
mwatts@swmconsult.com

Transportation California Issues Statement in Support of the Governor's Office Transportation Funding Framework

Transportation California, a coalition of contractors, allied labor, material providers and business affiliates, issued the following statement today in response to the Governor's Office transportation funding framework:

"California is in an urgent roadway maintenance crisis and Transportation California recognizes the strong effort by the Governor to bring a practical solution to the table in the Special Session.

We support the Governor's willingness to tackle new revenue by restoring the gas tax to last year's levels and proposing a per vehicle charge to meet our roadway preservation needs.

This approach 'stops the bleeding' inherent in the existing fuel tax structure resulting from the annual tax adjustment and provides a new vehicle-based revenue source that is immune from the erosion of fuel sales due to improving fuel mileage and alternative fuel vehicle usage.

We further support the Governor's proposals that will address better accountability, make more efficient use of the new revenues, improve CEQA processes, address needed reforms of Caltrans and extend public private partnerships (P3s)."

Sep. 3, 2015

Contact: Eva Spiegel, (916) 658-8228

FOR IMMEDIATE RELEASE

League of California Cities Supports Governor's Transportation Funding Framework

The League of California Cities® issued the following statement from Executive Director Chris McKenzie today in support of Gov. Jerry Brown's transportation funding framework:

"For too long California leaders have talked about the need for additional investment in the transportation system without taking the needed action. Today the Governor's office shared a proposed framework that represents a balanced compromise and incorporates some of the best ideas from a number of California legislators and stakeholders. Included in that framework are a number of needed transportation reforms and a significant investment in the local streets and roads system and public transit.

"The League of California Cities urges the Legislature to come together and adopt a funding package based on this framework before adjourning next week.

"The local streets and roads we all rely on are literally crumbling beneath our feet ... and the tires of our cars, buses, trucks and bicycles. The conditions are getting so bad that if Californians don't commit to prioritizing funding to fix them, we will be facing the failure of a large portion of our bridges, streets and roads. And our pothole-filled roads are forcing drivers to pay a hidden tax of $762 per year to repair their vehicles because of poor conditions.

"Whether you travel by car, truck, bus, train, bicycle, or on your own two feet, you are using a part of the transportation system. California has invested too much to let it go to ruins now. We need

leadership on this important threat to the safety of Californians and our economy.

"It is well past time for the Legislature to act."

California's local streets and roads are literally facing the tipping point. Pavement conditions according to the 2014 Local Streets and Roads Needs Assessment are at 66 out of 100.

Established in 1898, the League of California Cities is a nonprofit statewide association that advocates for cities with the state and federal governments and provides education and training services to elected and appointed city officials.

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Alliance Issues Statement in Support of Governor's Transportation Funding Plan

September 3rd, 2015 | Posted by John Frith

James Earp, executive consultant for the California Alliance for Jobs, issued the following statement in support of the Governor's transportation funding proposal today.

The California Alliance for Jobs strongly supports the proposals outlined today by Governor Jerry Brown to help solve decades of neglect to our crumbling local and state streets, roads and highways.

He has provided a framework that incorporates many strong reforms called for by the Republicans that will ensure transportation funds are protected and will be used for their intended purpose, as well as regulatory changes that will cut through red tape and move projects more quickly through the pipeline.

Characteristic of his fiscal conservatism, the Governor has proposed a modest package of new revenue that will tackle the highest priority road repairs at both the state and local levels. He also proposes investments in freight corridors that help move 40 percent of the nation's goods from the ports to the rest of the country.

Every resident of California relies on a transportation network in good repair for their jobs, their health and safety and their quality of life. We urge the Legislature to consider the price we will all pay from further inaction and work diligently to get this done.

CALIFORNIA STATE ASSOCIATION OF COUNTIES

PRESS RELEASE

CSAC Supports Governor's Framework for Transportation

FOR IMMEDIATE RELEASE: September 3, 2015

Contact: Gregg Fishman, Communications Coordinator
916-327-7500, ext. 516
916-342-9508 mobile

SACRAMENTO – The California State Association of Counties supports the framework for funding transportation improvements in California put forward by the Governor today.

"This represents a balanced approach that includes many of the concepts we've been talking about throughout this past year to address our critical funding needs for local streets, roads, and state highways," said CSAC Executive Director Matt Cate. "It is a solid framework that should serve as the basis of a negotiated compromise."

"CSAC is urging the Legislature to work on a negotiated package that addresses this critical issue," said Cate. "Further delay will only mean an even steeper price tag for California down the line."

The California State Association of Counties is the voice of California's 58 counties at the state and federal level.

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CALIFORNIA-NEVADA CONFERENCE OF OPERATING ENGINEERS
OF THE INTERNATIONAL UNION OF OPERATING ENGINEERS

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RUSSELL E. BURNS
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WM. WAGGONER
Vice-President

EDWARD CURLY
Secretary-Treasurer

TIM CREMINS
Director

MEDIA STATEMENT

FOR IMMEDIATE RELEASE
Sept. 4, 2015

CONTACT:
Jana Saastad @ 916-595-8019

SACRAMENTO: Tim Cremins, director of California-Nevada Conference of Operating Engineers, today released the following statement in response to the transportation proposal introduced by Gov. Jerry Brown yesterday:

"We're pleased the governor's transportation package makes a permanent investment in the maintenance and repairs of California's highways, while not relying on the unpredictable and volatile General Fund.

"We are further encouraged that the proposal includes a variety of practical and efficient tools to improve the state's approach to repairing our highways, which includes streamlining the environmental review process; strengthening public-private partnerships; and extending local control and financing options to cities and counties.

"In the coming days, we look forward to working with the governor and leadership to craft a feasible transportation bill that will bring California's highways up to 21st century standards while also creating valuable jobs for workers throughout the state."

-End-

Local Union 3
Russell E. Burns
Business Manager

Local Union 12
WM. Waggoner
Business Manager

Local Union 39
Jerry Kalmar
Business Manager

Local Union 501
Edward Curly
Business Manager

California POLICE CHIEFS Association Inc.

P.O. Box 255745 Sacramento, California 95865-5745 Telephone (916) 481-8000 FAX (916) 481-8008
E-mail: lmcgill@californiapolicechiefs.org • Website: californiapolicechiefs.org

September 9, 2015

The Honorable Edmund G. Brown, Jr.
State Capitol Building
Sacramento, CA 95814

RE: Governor's Framework for Transportation Funding Package
Notice of Support

Dear Governor Brown:

The California Police Chiefs Association is pleased to support your transportation funding package. The framework would provide much needed funding to the state and local roadway system and transit to address the overwhelming backlog of preservation and maintenance.

The local streets and roads we all rely on are literally crumbling beneath our feet, presenting serious public safety concerns in neighborhoods across our state. The conditions are getting so bad that if California doesn't commit to prioritizing funding to fix them, we could be facing a catastrophe. Without this additional funding, 25% of local streets and roads will be in failed condition in a very short 10 years.

The proposed framework is built on ideas put forward by cities, counties, transit, other transportation stakeholders, and both legislative caucuses. It includes significant constitutional protections for new revenues, CEQA streamlining, and Caltrans reforms. In short, this framework provides the compromise that is needed to address the transportation needs of the state.

California's transportation system is on the verge of crisis. We cannot stress enough the importance of acting on the transportation funding shortfall before the legislature adjourns for 2015. For all these reasons and more, the California Police Chiefs Association supports a package based on your framework.

Sincerely,

David Bejarano
President

Lauren Michaels
Legislative Affairs Manager

Cc: All Members, California State Legislature

SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

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f (213) 236-1825

www.scag.ca.gov

September 9, 2015

Honorable Edmund G. Brown, Jr.
Governor
State of California
Sacramento, California 95814

RE: SUPPORT of Your Constitutional and Legislative Proposal to Enact a Sustainable Transportation and Infrastructure Funding System

Dear Governor Brown:

On behalf of the Southern California Association of Governments, the nation's largest Metropolitan Planning Organization and Council of Governments, representing six counties and 191 cities, I write to express support for your proposal to address the State's immediate transportation infrastructure needs and to create a protected framework that will ensure a level of funding sufficiency for the future as well as an assurance that any enhanced revenues will be used only for transportation related purposes.

SCAG applauds the leadership you have shown to incorporate many of the most important priorities for our region. Your proposal takes the important first step towards addressing the region's system preservation needs which, according to estimates from SCAG's current Regional Transportation Plan (RTP) scheduled for release later this year exceed $273 billion for Southern California over the 25 year life of the plan, which includes an estimated $65 billion for state highways and $35 billion for regionally significant local streets and roads. Accordingly, we support your proposal's recognition of the need to index any increased revenues to protect against the erosion of its purchasing power over time. We also support, consistent with long-standing policy of our Board, appropriate CEQA relief to make needed maintenance and repairs to the existing infrastructure.

Finally, we are particularly supportive of the proposed robust funding provided to the Trade Corridor Enhancement Account, created by the bill, funded from the increased diesel fuel tax and building upon the existing Trade Corridors Improvement Fund framework and process to fund critically needed infrastructure enhancements along California's high volume freight corridors, which support Southern California as the nation's global trade gateway and provides critical underpinning to the region's economic recovery and well-being.

Please feel free to call upon SCAG to support your efforts in any way that we can to ensure passage of viable, comprehensive funding reform and, again, thank you for your leadership and your committed effort to address this most important issue for California.

Sincerely,

Hasan Ikhrata
Executive Director

SOUTHERN CALIFORNIA
ASSOCIATION of
GOVERNMENTS

Main Office

818 West Seventh Street

12th Floor

Los Angeles, California

90017-3435

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www.scag.ca.gov

Cc: Senate President pro Tempore Kevin de Leon
Senate Minority Leader Jean Fuller
Assembly Speaker Toni G. Atkins
Assembly Minority Leader Kristin Olsen
Southern California Legislative Delegation
Secretary Brian Kelly, CalSTA
Regional Council
Tim Egan, Capitol Representation Group

COUNTY OF MARIN

BOARD OF SUPERVISORS

Marin County Civic Center
3501 Civic Center Drive
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San Rafael, CA 94903
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415 473 3645 F
415 473 6172 TTY
www.marincounty.org/bos

September 10, 2015

The Honorable Governor Edmund G. Brown, Jr.
California State Capitol
Sacramento, CA 95814

Re: Governor's Transportation Funding - SUPPORT

Dear Governor Brown:

On behalf of the Marin County Board of Supervisors, I join with the California State Association of Counties (CSAC) in strong support of your proposed plan to spend an additional $3.6 billion on fixing California's crumbling streets, roads, bridges and highways. The proposal also includes reforms and accountability measures including project delivery and environmental streamlining, innovative procurement methods, and reforms at Caltrans related to workload and hiring. The funds would be split between the state, local governments, and transit agencies.

The plan creates $2 billion in highway user fee ($65 charge per vehicle), spends $500 million a year from cap and trade funds, increases the excise tax on diesel fuel to produce $500 million, and stabilizes the gas excise tax by indexing it to inflation to generate an additional $500 million. Counties and cities would receive $1.05 billion in direct subventions annually, and the package does not sunset. Finally, with constitutional protection, the transportation revenues would be used for transportation infrastructure only.

California's roads and highways are critical to our quality of life and economy. For years, we have left roads, highways and bridges to crumble and decay. The $3.6 billion proposal would be the start of our investment to maintain and rehabilitate our transportation infrastructure.

The Marin County Board of Supervisors supports your transportation-funding plan. Thank you for your consideration of our input. If you have any questions regarding our position, please contact me.

Respectfully Submitted,

Katie Rice, President
Marin County Board of Supervisors

Cc: Honorable Senator Mike McGuire
Honorable Assembly Member Marc Levine
Matt Cate, CSAC Executive Director

City of Diamond Bar

21810 Copley Drive • Diamond Bar, CA 91765-4178

(909) 839-7000 • Fax (909) 861-3117
www.DiamondBarCA.gov

September 17, 2015

The Honorable Jerry Brown
Governor, State of California
State Capitol, First Floor
Sacramento, CA 95814
VIA FAX: (916) 558-3160

RE: Increase Funding for Transportation in Special Session

Dear Governor Brown:

On behalf of the City of Diamond Bar, I applaud you for extending the special session and respectfully urge you to support a transportation funding package that makes a meaningful dent in California's transportation funding shortfall. This is a critical issue for our community that needs to be addressed immediately.

Cities and counties own and operate more than 81 percent of California's roads. If funding remains at current inadequate levels, in 10 years a quarter of local streets and roads in California will be in "failed" condition and the funding shortfall grows by $21 billion. According to a recent national report, poor roads cost the average California motorist $762 per year in extra vehicle maintenance costs.

Most importantly, if nothing is done, projects of regional significance such as the SR-57/60 Confluence Project will take decades to receive funding to remedy congestion that impacts millions of motorists each week.

We know these issues aren't easy to address, but they will have direct and lasting benefits for our community and for California motorists.

We hope you will support moving a transportation funding package forward.

Sincerely,

Steve Tye
Mayor

CC: Senator Bob Huff, 29th District, Fax (916) 651-4929
Assembly Member Ling-Ling Chang, 55th District, Fax (916) 319-2155
City Council
City Manager
Jennifer Quan, League of California Cities
Joe A. Gonsalves & Son

SILICON VALLEY LEADERSHIP GROUP

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Silicon Valley Leadership Group stands with Governor Brown on balanced transportation funding plan

Home \ Posts \ Press Releases \ Silicon Valley Leadership Group stands with Governor Brown on balanced transportation funding plan

September 3, 2015

SILICON VALLEY – "With a great combination of reform and revenue, Governor Brown's transportation proposal released today is the right remedy to help cure California's ailing local streets and roads and state highway system. Governor Brown's proposed $3.6 billion a year transportation funding package is a sensible solution to fix the cracks and potholes that have become emblematic of California's crumbling highways, local streets and roads," said Carl Guardino, CEO of the Silicon Valley Leadership Group and a member of the California Transportation Commission. Bản đồ vệ tinh "As we all know in Silicon Valley, where commutes are long and rough, there is an urgent need for transportation improvements that grows more urgent each day. The proposed 50-50 split between state and local transportation needs is sound policy and will help with the $300 billion 10-year gap in transportation priorities and available funding."

Contact: Steve Wright / swright@svlg.org / 408.501.7853

On September 3rd, 2015, ***posted in:*** *Press Releases by communications | Governor Brown, transportation*

Local Allocations

Fix Our Roads Coalition Estimates of Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

$1.05 Billion / yr = $525 Million cities, $525 Million counties **estmated 2 Sept 2015**

Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
ALAMEDA COUNTY	16,794,763	167,947,625
ALAMEDA	1,216,804	12,168,038
ALBANY	298,196	2,981,960
BERKELEY	1,879,490	18,794,902
DUBLIN	856,093	8,560,926
EMERYVILLE	167,993	1,679,935
FREMONT	3,586,487	35,864,872
HAYWARD	2,451,670	24,516,705
LIVERMORE	1,366,110	13,661,100
NEWARK	710,662	7,106,616
OAKLAND	6,896,300	68,962,999
PIEDMONT	180,340	1,803,396
PLEASANTON	1,170,030	11,700,296
SAN LEANDRO	1,404,205	14,042,052
UNION CITY	1,201,848	12,018,476
ALPINE COUNTY	315,354	3,153,543
AMADOR COUNTY	1,496,395	14,963,955
AMADOR	3,459	34,588
IONE	126,792	1,267,918
JACKSON	74,797	747,972
PLYMOUTH	17,198	171,981
SUTTER CREEK	47,159	471,586
BUTTE COUNTY	5,380,076	53,800,756
BIGGS	28,968	289,677
CHICO	1,415,382	14,153,824
GRIDLEY	107,912	1,079,123
OROVILLE	255,889	2,558,894
PARADISE	427,950	4,279,502
CALAVERAS COUNTY	2,278,898	22,788,975
ANGELS CAMP	61,490	614,903
COLUSA COUNTY	1,785,418	17,854,181
COLUSA	98,817	988,169
WILLIAMS	85,878	858,783
CONTRA COSTA COUNTY	13,001,852	130,018,525
ANTIOCH	1,704,675	17,046,751
BRENTWOOD	876,573	8,765,734
CLAYTON	179,347	1,793,468
CONCORD	2,015,473	20,154,735
DANVILLE	697,755	6,977,550
EL CERRITO	385,708	3,857,077
HERCULES	395,412	3,954,116
LAFAYETTE	394,867	3,948,672
MARTINEZ	590,755	5,907,555
MORAGA	264,617	2,646,166
OAKLEY	609,699	6,096,990
ORINDA	289,661	2,896,611
PINOLE	313,921	3,139,209
PITTSBURG	1,062,758	10,627,578
PLEASANT HILL	542,396	5,423,959
RICHMOND	1,699,599	16,995,990
SAN PABLO	514,517	5,145,171
SAN RAMON	1,237,333	12,373,326
WALNUT CREEK	1,066,217	10,662,166

Fix Our Roads Coalition Estimates of Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

$1.05 Billion / yr = $525 Million cities, $525 Million counties **estmated 2 Sept 2015**

Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
DEL NORTE COUNTY	927,851	9,278,511
CRESCENT CITY	124,294	1,242,937
EL DORADO COUNTY	4,825,375	48,253,755
PLACERVILLE	168,570	1,685,700
SOUTH LAKE TAHOE	385,708	3,857,077
FRESNO COUNTY	16,252,021	162,520,213
CLOVIS	1,636,347	16,363,472
COALINGA	305,994	3,059,944
FIREBAUGH	125,046	1,250,463
FOWLER	94,205	942,051
FRESNO	8,256,501	82,565,011
HURON	129,418	1,294,179
KERMAN	230,284	2,302,845
KINGSBURG	187,113	1,871,131
MENDOTA	179,747	1,797,471
ORANGE COVE	176,929	1,769,288
PARLIER	240,501	2,405,008
REEDLEY	419,976	4,199,757
SANGER	410,960	4,109,603
SAN JOAQUIN	65,189	651,894
SELMA	383,946	3,839,462
GLENN COUNTY	2,174,179	21,741,794
ORLAND	123,029	1,230,287
WILLOWS	104,165	1,041,653
HUMBOLDT COUNTY	4,251,281	42,512,813
ARCATA	284,265	2,842,646
BLUE LAKE	20,257	202,566
EUREKA	436,886	4,368,856
FERNDALE	23,123	231,229
FORTUNA	191,789	1,917,890
RIO DELL	54,156	541,563
TRINIDAD	5,893	58,928

Fix Our Roads Coalition Estimates of Proposed New Local Streets&Roads Funding

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$1.05 Billion / yr = $525 Million cities, $525 Million counties **estmated 2 Sept 2015**

Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
IMPERIAL COUNTY	7,264,721	72,647,212
BRAWLEY	444,252	4,442,516
CALEXICO	649,556	6,495,556
CALIPATRIA	131,836	1,318,359
EL CENTRO	726,435	7,264,345
HOLTVILLE	106,343	1,063,430
IMPERIAL	459,256	4,592,559
WESTMORLAND	39,136	391,360
INYO COUNTY	2,618,996	26,189,963
BISHOP	62,339	623,390
KERN COUNTY	15,492,377	154,923,770
ARVIN	323,881	3,238,811
BAKERSFIELD	5,881,854	58,818,537
CALIFORNIA CITY	240,421	2,404,208
DELANO	871,866	8,718,655
MARICOPA	18,895	188,955
MCFARLAND	223,255	2,232,547
RIDGECREST	459,992	4,599,925
SHAFTER	279,605	2,796,048
TAFT	149,354	1,493,542
TEHACHAPI	232,558	2,325,583
WASCO	418,887	4,188,868
KINGS COUNTY	3,225,290	32,252,900
AVENAL	268,011	2,680,113
CORCORAN	417,093	4,170,934
HANFORD	885,252	8,852,525
LEMOORE	407,710	4,077,097
LAKE COUNTY	2,288,748	22,887,479
CLEARLAKE	244,824	2,448,244
LAKEPORT	82,403	824,034
LASSEN COUNTY	2,219,712	22,197,123
SUSANVILLE	297,844	2,978,438

Fix Our Roads Coalition Estimates of Proposed New Local Streets&Roads Funding

Allocation: half of total among cities on a population basis, half of total among counties proportionate to registered vehicles and maintained miles.

$1.05 Billion / yr = $525 Million cities, $525 Million counties **estmated 2 Sept 2015**

Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
LOS ANGELES COUNTY	99,615,805	996,158,051
AGOURA HILLS	374,498	3,744,985
ALHAMBRA	1,450,163	14,501,628
ARCADIA	920,754	9,207,536
ARTESIA	281,959	2,819,588
AVALON	61,170	611,701
AZUSA	787,957	7,879,569
BALDWIN PARK	1,306,733	13,067,334
BELL	624,223	6,242,229
BELLFLOWER	1,244,875	12,448,748
BELL GARDENS	752,648	7,526,480
BEVERLY HILLS	580,059	5,800,587
BRADBURY	17,326	173,262
BURBANK	1,736,926	17,369,255
CALABASAS	383,402	3,834,018
CARSON	1,574,553	15,745,526
CERRITOS	881,906	8,819,058
CLAREMONT	604,975	6,049,751
COMMERCE	217,474	2,174,740
COMPTON	1,597,611	15,976,115
COVINA	796,172	7,961,716
CUDAHY	416,805	4,168,051
CULVER CITY	654,456	6,544,556
DIAMOND BAR	977,104	9,771,037
DOWNEY	1,820,930	18,209,303
DUARTE	370,287	3,702,870
EL MONTE	2,025,081	20,250,813
EL SEGUNDO	273,440	2,734,398
GARDENA	991,964	9,919,638
GLENDALE	3,329,157	33,291,566
GLENDORA	845,972	8,459,723
HAWAIIAN GARDENS	254,961	2,549,607
HAWTHORNE	1,443,501	14,435,014
HERMOSA BEACH	316,259	3,162,588
HIDDEN HILLS	32,667	326,667
HUNTINGTON PARK	1,039,715	10,397,149
INDUSTRY	12,875	128,745
INGLEWOOD	1,908,954	19,089,543
IRWINDALE	27,655	276,546
LA CANADA FLINTRIDGE	346,011	3,460,112
LA HABRA HEIGHTS	99,169	991,692
LAKEWOOD	1,339,881	13,398,806
LA MIRADA	808,294	8,082,935
LANCASTER	2,560,143	25,601,432
LA PUENTE	694,328	6,943,282
LA VERNE	545,262	5,452,622
LAWNDALE	538,697	5,386,969
LOMITA	338,725	3,387,252
LONG BEACH	7,921,827	79,218,272
LOS ANGELES	65,569,886	655,698,865
LYNWOOD	1,173,681	11,736,805
MALIBU	220,420	2,204,204
MANHATTAN BEACH	589,971	5,899,708

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Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
MAYWOOD	480,938	4,809,376
MONROVIA	640,268	6,402,680
MONTEBELLO	1,053,358	10,533,581
MONTEREY PARK	1,041,284	10,412,842
NORWALK	1,764,292	17,642,919
PALMDALE	2,492,552	24,925,519
PALOS VERDES ESTATES	227,514	2,275,142
PARAMOUNT	930,506	9,305,055
PASADENA	2,427,202	24,272,024
PICO RIVERA	1,077,490	10,774,898
POMONA	2,621,073	26,210,731
RANCHO PALOS VERDES	696,970	6,969,704
REDONDO BEACH	1,090,573	10,905,725
ROLLING HILLS [2]		-
ROLLING HILLS ESTATES	131,163	1,311,633
ROSEMEAD	924,853	9,248,529
SAN DIMAS	592,661	5,926,610
SAN FERNANDO	406,188	4,061,884
SAN GABRIEL	688,307	6,883,073
SAN MARINO	218,947	2,189,472
SANTA CLARITA	3,348,821	33,488,207
SANTA FE SPRINGS	288,188	2,881,879
SANTA MONICA	1,484,463	14,844,629
SIERRA MADRE	178,482	1,784,821
SIGNAL HILL	183,590	1,835,903
SOUTH EL MONTE	362,329	3,623,285
SOUTH GATE	1,646,403	16,464,034
SOUTH PASADENA	416,517	4,165,169
TEMPLE CITY	578,618	5,786,175
TORRANCE	2,397,434	23,974,341
VERNON	1,954	19,536
WALNUT	522,972	5,229,720
WEST COVINA	1,808,728	18,087,283
WEST HOLLYWOOD	609,074	6,090,745
WESTLAKE VILLAGE	142,597	1,425,967
WHITTIER	1,397,143	13,971,434

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Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
MADERA COUNTY	4,666,093	46,660,930
CHOWCHILLA	305,066	3,050,657
MADERA	1,008,954	10,089,537
MARIN COUNTY	3,780,947	37,809,466
BELVEDERE	34,829	348,285
CORTE MADERA	157,185	1,571,846
FAIRFAX	120,755	1,207,548
LARKSPUR	198,530	1,985,305
MILL VALLEY	228,299	2,282,988
NOVATO	854,411	8,544,113
ROSS	39,408	394,083
SAN ANSELMO	204,071	2,040,710
SAN RAFAEL	941,923	9,419,229
SAUSALITO	121,636	1,216,356
TIBURON	145,559	1,455,591
MARIPOSA COUNTY	1,471,015	14,710,150
MENDOCINO COUNTY	3,413,207	34,132,074
FORT BRAGG	117,696	1,176,963
POINT ARENA	8,023	80,226
UKIAH	259,172	2,591,721
WILLITS	81,699	816,989
MERCED COUNTY	6,128,533	61,285,327
ATWATER	465,181	4,651,807
DOS PALOS	80,866	808,662
GUSTINE	90,442	904,420
LIVINGSTON	225,000	2,250,001
LOS BANOS	595,175	5,951,751
MERCED	1,299,143	12,991,432
MODOC COUNTY	2,145,518	21,455,183
ALTURAS	46,838	468,383
MONO COUNTY	1,587,499	15,874,986
MAMMOTH LAKES	132,685	1,326,846
MONTEREY COUNTY	6,958,780	69,587,799
CARMEL-BY-THE-SEA	65,686	656,858
DEL REY OAKS	26,662	266,618
GONZALES	145,943	1,459,434
GREENFIELD	286,603	2,866,026
KING CITY	211,549	2,115,491
MARINA	450,545	4,505,447
MONTEREY	490,658	4,906,576
PACIFIC GROVE	251,134	2,511,335
SALINAS	2,506,307	25,063,072
SAND CITY	5,493	54,925
SEASIDE	559,146	5,591,456
SOLEDAD	454,148	4,541,477

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	Annual Allocation	Over Ten Years
NAPA COUNTY	2,626,546	26,265,458
AMERICAN CANYON	320,278	3,202,781
CALISTOGA	85,990	859,904
NAPA	1,261,689	12,616,886
SAINT HELENA	96,735	967,352
YOUNTVILLE	65,205	652,054
NEVADA COUNTY	2,686,079	26,860,795
GRASS VALLEY	208,667	2,086,668
NEVADA CITY	49,977	499,769
TRUCKEE	260,693	2,606,934
ORANGE COUNTY	32,695,670	326,956,699
ALISO VIEJO	799,871	7,998,706
ANAHEIM	5,662,923	56,629,225
BREA	678,908	6,789,076
BUENA PARK	1,347,359	13,473,587
COSTA MESA	1,876,384	18,763,836
CYPRESS	800,351	8,003,510
DANA POINT	597,705	5,977,052
FOUNTAIN VALLEY	940,626	9,406,258
FULLERTON	2,243,932	22,439,324
GARDEN GROVE	2,812,190	28,121,895
HUNTINGTON BEACH	3,258,411	32,584,107
IRVINE	3,885,596	38,855,960
LAGUNA BEACH	405,996	4,059,963
LAGUNA HILLS	541,419	5,414,191
LAGUNA NIGUEL	1,083,543	10,835,428
LAGUNA WOODS	300,198	3,001,977
LA HABRA	1,011,772	10,117,720
LAKE FOREST	1,267,261	12,672,611
LA PALMA	261,078	2,610,777
LOS ALAMITOS	196,481	1,964,808
MISSION VIEJO	1,612,920	16,129,200
NEWPORT BEACH	1,391,123	13,911,225
ORANGE	2,285,198	22,851,982
PLACENTIA	837,565	8,375,655
RANCHO SANTA MARGARITA	799,775	7,997,745
SAN CLEMENTE	1,101,109	11,011,092
SAN JUAN CAPISTRANO	596,216	5,962,159
SANTA ANA	5,728,752	57,287,524
SEAL BEACH	416,501	4,165,009
STANTON	637,306	6,373,056
TUSTIN	1,254,787	12,547,869
VILLA PARK	100,995	1,009,947
WESTMINSTER	1,509,940	15,099,397
YORBA LINDA	1,109,276	11,092,758
PLACER COUNTY	6,950,718	69,507,175
AUBURN	221,045	2,210,449
COLFAX	31,994	319,942
LINCOLN	723,888	7,238,884
LOOMIS	107,976	1,079,764
ROCKLIN	955,534	9,555,340
ROSEVILLE	2,032,960	20,329,598

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Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
PLUMAS COUNTY	1,767,188	17,671,884
PORTOLA	35,997	359,975
RIVERSIDE COUNTY	26,517,657	265,176,569
BANNING	485,597	4,855,974
BEAUMONT	654,552	6,545,517
BLYTHE	362,297	3,622,965
CALIMESA	131,804	1,318,039
CANYON LAKE	179,747	1,797,471
CATHEDRAL CITY	846,148	8,461,485
COACHELLA	698,700	6,986,998
CORONA	2,548,197	25,481,975
DESERT HOT SPRINGS	448,383	4,483,830
EASTVALE	947,736	9,477,356
HEMET	1,305,661	13,056,606
INDIAN WELLS	82,371	823,714
INDIO	1,339,897	13,398,966
JURUPA VALLEY	2,035,365	20,353,650
LAKE ELSINORE	908,231	9,082,313
LA QUINTA	711,318	7,113,181
MENIFEE	1,526,577	15,265,774
MORENO VALLEY	3,190,739	31,907,393
MURRIETA	1,704,195	17,041,947
NORCO	438,279	4,382,787
PALM DESERT	833,754	8,337,544
PALM SPRINGS	769,270	7,692,696
PERRIS	1,154,593	11,545,929
RANCHO MIRAGE	284,153	2,841,526
RIVERSIDE	5,028,659	50,286,595
SAN JACINTO	729,605	7,296,051
TEMECULA	1,702,017	17,020,169
WILDOMAR	625,344	6,253,438
SACRAMENTO COUNTY	19,665,476	196,654,755
CITRUS HEIGHTS	1,410,995	14,109,948
ELK GROVE	2,573,114	25,731,138
FOLSOM	1,185,194	11,851,940
GALT	388,942	3,889,423
ISLETON	13,515	135,151
RANCHO CORDOVA	1,086,313	10,863,130
SACRAMENTO	7,785,396	77,853,956
SAN BENITO COUNTY	1,493,419	14,934,195
HOLLISTER	597,305	5,973,048
SAN JUAN BAUTISTA	30,505	305,050

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	Annual Allocation	Over Ten Years
SAN BERNARDINO COUNTY	25,888,770	258,887,703
ADELANTO	520,602	5,206,021
APPLE VALLEY	1,133,007	11,330,073
BARSTOW	388,814	3,888,142
BIG BEAR LAKE	100,530	1,005,303
CHINO	1,356,983	13,569,826
CHINO HILLS	1,264,571	12,645,709
COLTON	849,607	8,496,073
FONTANA	3,237,482	32,374,816
GRAND TERRACE	203,639	2,036,387
HESPERIA	1,465,295	14,652,952
HIGHLAND	865,236	8,652,361
LOMA LINDA	378,133	3,781,335
MONTCLAIR	601,052	6,010,519
NEEDLES	93,020	930,201
ONTARIO	2,794,863	27,948,633
RANCHO CUCAMONGA	2,864,809	28,648,086
REDLANDS	1,151,759	11,517,586
RIALTO	1,624,193	16,241,932
SAN BERNARDINO	3,406,324	34,063,237
TWENTYNINE PALMS	493,716	4,937,161
UPLAND	1,218,693	12,186,934
VICTORVILLE	1,931,020	19,310,204
YUCAIPA	843,154	8,431,540
YUCCA VALLEY	340,951	3,409,510
SAN DIEGO COUNTY	37,678,378	376,783,783
CARLSBAD	1,764,148	17,641,478
CHULA VISTA	4,101,581	41,015,807
CORONADO	431,921	4,319,215
DEL MAR	74,621	746,211
EL CAJON	1,621,423	16,214,230
ENCINITAS	1,043,590	10,435,901
ESCONDIDO	2,362,157	23,621,572
IMPERIAL BEACH	427,150	4,271,496
LA MESA	941,074	9,410,742
LEMON GROVE	418,438	4,184,385
NATIONAL CITY	1,021,204	10,212,038
OCEANSIDE	2,931,919	29,319,195
POWAY	833,578	8,335,782
SAN DIEGO	22,036,803	220,368,030
SAN MARCOS	1,444,046	14,440,458
SANTEE	929,465	9,294,647
SOLANA BEACH	220,709	2,207,086
VISTA	1,561,486	15,614,859
SAN FRANCISCO COUNTY	7,859,861	78,598,607
SAN FRANCISCO	13,708,739	137,087,393
SAN JOAQUIN COUNTY	10,681,388	106,813,882
ESCALON	117,264	1,172,640
LATHROP	317,556	3,175,559
LODI	1,019,250	10,192,502
MANTECA	1,167,035	11,670,351
RIPON	247,691	2,476,907
STOCKTON	4,818,327	48,183,273
TRACY	1,363,452	13,634,519

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Minimum Allocation = $ -

	Annual Allocation	Over Ten Years
SAN LUIS OBISPO COUNTY	6,289,935	62,899,349
ARROYO GRANDE	278,068	2,780,676
ATASCADERO	459,176	4,591,758
EL PASO DE ROBLES	487,903	4,879,033
GROVER BEACH	212,590	2,125,900
MORRO BAY	169,867	1,698,670
PISMO BEACH	139,570	1,395,702
SAN LUIS OBISPO	728,164	7,281,639
SAN MATEO COUNTY	9,251,004	92,510,040
ATHERTON	120,963	1,209,630
BELMONT	425,292	4,252,921
BRISBANE	70,954	709,541
BURLINGAME	475,349	4,753,490
COLMA	28,904	289,037
DALY CITY	1,735,548	17,355,484
EAST PALO ALTO	536,823	5,368,233
FOSTER CITY	515,110	5,151,096
HALF MOON BAY	214,111	2,141,112
HILLSBOROUGH	184,743	1,847,432
MENLO PARK	526,767	5,267,671
MILLBRAE	361,976	3,619,762
PACIFICA	647,426	6,474,259
PORTOLA VALLEY	75,662	756,619
REDWOOD CITY	1,293,346	12,933,465
SAN BRUNO	709,284	7,092,845
SAN CARLOS	467,887	4,678,869
SAN MATEO	1,603,008	16,030,079
SOUTH SAN FRANCISCO	1,054,815	10,548,153
WOODSIDE	91,883	918,832
SANTA BARBARA COUNTY	6,430,334	64,303,338
BUELLTON	78,352	783,521
CARPINTERIA	233,567	2,335,672
GOLETA	497,992	4,979,916
GUADALUPE	114,398	1,143,976
LOMPOC	693,592	6,935,916
SANTA BARBARA	1,507,698	15,076,979
SANTA MARIA	1,618,973	16,189,730
SOLVANG	88,953	889,528
SANTA CLARA COUNTY	20,569,435	205,694,353
CAMPBELL	672,438	6,724,383
CUPERTINO	959,922	9,599,216
GILROY	839,295	8,392,949
LOS ALTOS	479,897	4,798,968
LOS ALTOS HILLS	144,791	1,447,905
LOS GATOS	493,236	4,932,357
MILPITAS	1,145,770	11,457,697
MONTE SERENO	58,704	587,040
MORGAN HILL	659,692	6,596,919
MOUNTAIN VIEW	1,229,502	12,295,022
PALO ALTO	1,070,652	10,706,522
SAN JOSE	16,382,736	163,827,357
SANTA CLARA	1,941,253	19,412,527
SARATOGA	512,371	5,123,713
SUNNYVALE	2,354,807	23,548,072

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	Annual Allocation	Over Ten Years
SANTA CRUZ COUNTY	4,260,122	42,601,219
CAPITOLA	163,302	1,633,017
SANTA CRUZ	1,015,871	10,158,714
SCOTTS VALLEY	191,421	1,914,207
WATSONVILLE	841,377	8,413,766
SHASTA COUNTY	4,987,659	49,876,595
ANDERSON	173,358	1,733,579
REDDING	1,466,176	14,661,759
SHASTA LAKE	165,335	1,653,353
SIERRA COUNTY	854,306	8,543,055
LOYALTON	14,220	142,196
SISKIYOU COUNTY	3,530,617	35,306,173
DORRIS	15,068	150,683
DUNSMUIR	30,793	307,932
ETNA	12,506	125,062
FORT JONES	13,467	134,670
MONTAGUE	24,388	243,880
MOUNT SHASTA	59,345	593,446
TULELAKE	16,397	163,974
WEED	48,520	485,197
YREKA	125,543	1,255,427
SOLANO COUNTY	5,877,950	58,779,499
BENICIA	449,744	4,497,441
DIXON	304,329	3,043,291
FAIRFIELD	1,761,730	17,617,298
RIO VISTA	133,293	1,332,931
SUISUN CITY	463,772	4,637,716
VACAVILLE	1,558,155	15,581,552
VALLEJO	1,944,551	19,445,514
SONOMA COUNTY	8,932,103	89,321,034
CLOVERDALE	138,754	1,387,536
COTATI	120,659	1,206,588
HEALDSBURG	191,052	1,910,524
PETALUMA	944,773	9,447,732
ROHNERT PARK	694,937	6,949,367
SANTA ROSA	2,726,007	27,260,070
SEBASTOPOL	127,192	1,271,921
SONOMA	172,958	1,729,576
WINDSOR	434,019	4,340,192
STANISLAUS COUNTY	8,658,888	86,588,875
CERES	744,017	7,440,169
HUGHSON	113,981	1,139,813
MODESTO	3,387,348	33,873,482
NEWMAN	173,326	1,733,259
OAKDALE	343,353	3,433,530
PATTERSON	340,295	3,402,945
RIVERBANK	372,193	3,721,926
TURLOCK	1,139,829	11,398,288
WATERFORD	141,876	1,418,761

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	Annual Allocation		Over Ten Years
SUTTER COUNTY	2,696,898		26,968,984
LIVE OAK	140,771		1,407,712
YUBA CITY	1,051,693		10,516,927
TEHAMA COUNTY	3,087,483		30,874,829
CORNING	123,301		1,233,009
RED BLUFF	227,210		2,272,100
TEHAMA	7,014		70,137
TRINITY COUNTY	1,643,331		16,433,308
TULARE COUNTY	10,566,692		105,666,920
DINUBA	378,966		3,789,662
EXETER	172,173		1,721,729
FARMERSVILLE	175,680		1,756,798
LINDSAY	202,566		2,025,658
PORTERVILLE	891,882		8,918,819
TULARE	990,523		9,905,227
VISALIA	2,075,010		20,750,102
WOODLAKE	126,936		1,269,359
TUOLUMNE COUNTY	2,146,695		21,466,953
SONORA	78,672		786,724
VENTURA COUNTY	10,421,278		104,212,778
CAMARILLO	1,068,907		10,689,068
FILLMORE	252,799		2,527,989
MOORPARK	601,708		6,017,084
OJAI	131,724		1,317,238
OXNARD	3,260,989		32,609,888
PORT HUENEME	359,414		3,594,142
SAN BUENAVENTURA	1,760,577		17,605,769
SANTA PAULA	487,567		4,875,670
SIMI VALLEY	2,032,095		20,320,951
THOUSAND OAKS	2,085,050		20,850,504
YOLO COUNTY	3,776,734		37,767,342
DAVIS	1,067,370		10,673,695
WEST SACRAMENTO	814,042		8,140,422
WINTERS	113,661		1,136,610
WOODLAND	917,359		9,173,588
YUBA COUNTY	2,146,680		21,466,796
MARYSVILLE	206,041		2,060,406
WHEATLAND	56,975		569,746
Total	$ 525,000,000	$ 525,000,000	$ 10,500,000,000