



Transportation  
CALIFORNIA

## California's Transportation System is in Bad Shape



Our streets, roads and highways, the primary backbone of that system, rank 48<sup>th</sup> out of 50 states in terms of pavement condition. These arterials were not designed to carry the traffic loads generated by 38 million residents and the commerce associated with the world's eighth largest economy. This continued wear and tear, along with years of under-investment in repairing these facilities, is taking its toll. Failure to adequately maintain the system accelerates deterioration and dramatically increases the cost of repair in the future. To add to this dilemma, the industry that fixes roads and highways is suffering, too.

In short, funding for transportation has not kept pace with needs, and this problem is not going to go away. The attached chart graphically depicts the decline in transportation revenues. Along with steadily diminishing gas tax receipts, the completion of the Proposition 1B bond program has severely reduced the amount of money available for the program. In response, the transportation community has been working to develop an acceptable long-term solution to place before California's voters, but it will be another two to four years before there is any reasonable opportunity to achieve that goal. In the meantime, it is essential that we keep some funding in the pipeline to help offset a maintenance shortfall that exceeds \$12 billion a year.

**The single most important action the Legislature could take this year is to redirect truck weight fees back to the transportation program. This modest action will help pay to fix our roads and highways and keep a core of California-based contractors and thousands of skilled workers on the job. In addition, these user fees would once again be spent for their intended purpose.**

Truck weight fees account for almost \$1 billion annually and were originally put in place to offset the damage that heavy trucks place on our road system. Truckers pay these fees to mitigate that impact. Severe budget deficits in 2010 and 2011 compelled the Legislature to pass legislation that restructured the gas tax and diverted weight fees to help offset the general fund shortfall. With the economy improving and additional revenue flowing into state coffers, weight fees should be restored to fund road and highway repairs.

California's economy and our quality of life depend on a well-maintained transportation system. Your active engagement in resolving this problem is vitally important to our industry and to our state. Contact your legislators and let them know this issue is important to you. You can click on the link below or go to our website at [www.transportationca.com](http://www.transportationca.com) to find out who represents you in Sacramento.

Let our elected officials know that it is time to fix the roads.



To contact your legislators, [click here](#)  
or visit: [www.legislature.ca.gov](http://www.legislature.ca.gov) (and click on "Legislators")

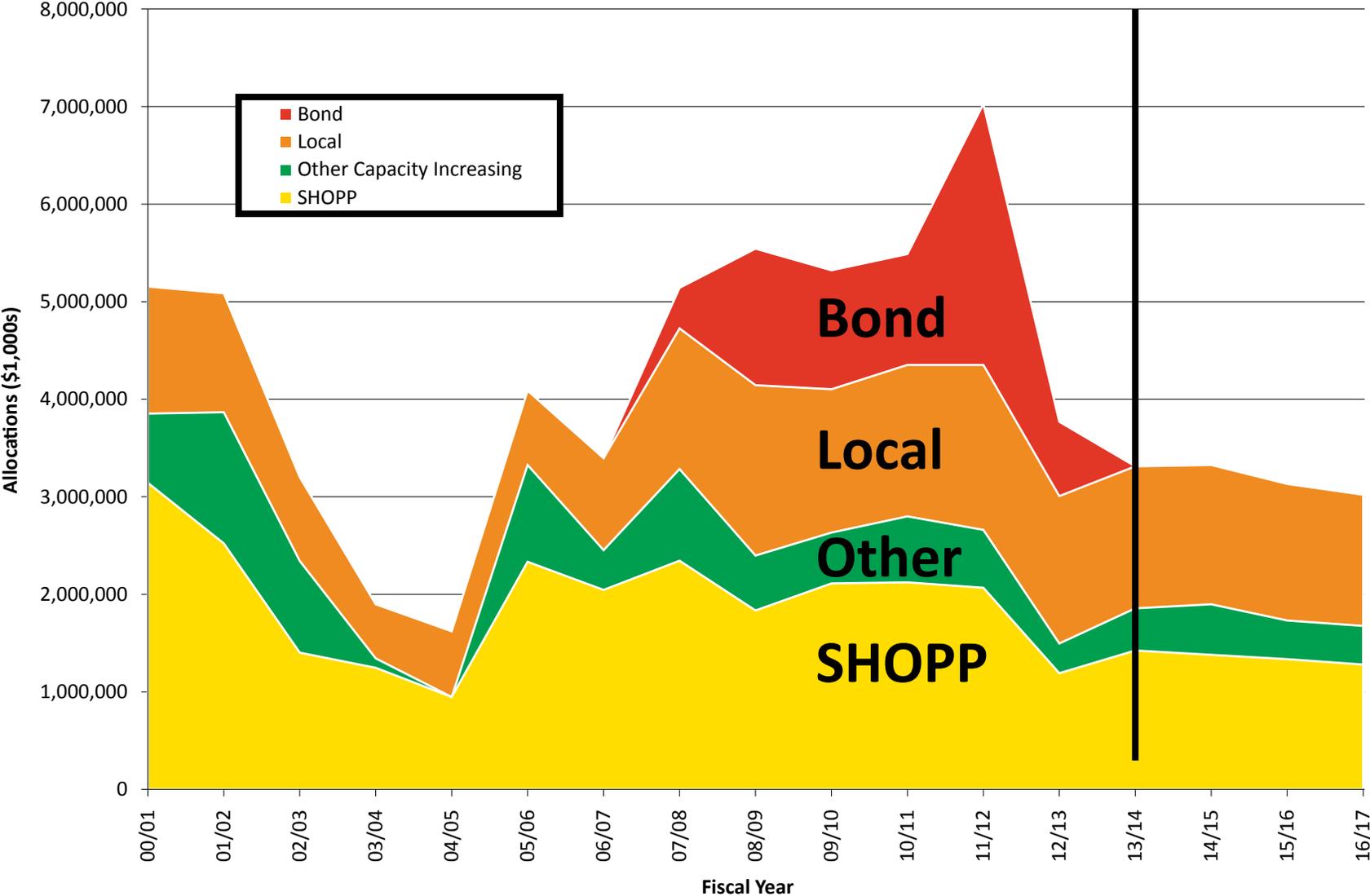
**Transportation California** is dedicated to achieving support for critically needed transportation infrastructure investment. Transportation improvements create jobs, generate income, facilitate business growth and protect our state's quality of life.

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# Declining Transportation Funding

On-System Construction Allocations and Projected Construction Allocations  
 Actual dollars through 2013-14; projected numbers going forward



NOTE: STIP Augmentation included in "Other Capacity Increasing".

Source: Caltrans