

Efren Carrillo

The County is responsible for maintaining all 1382 miles of roads currently within the maintained system. The problem is that the County does not have the revenue to provide a similar level of maintenance activity for all the roads. All County roads are maintained for safety purposes, to make sure the obstructive vegetation is removed from the sides of roads, that potholes are patched, that appropriate signage is in place, that storm debris is removed and that drainage systems are functioning. Approximately 200 miles of these roads have been identified as primary roads which receive pavement treatments designed to extend their longevity and to protect their asset value. These roads tend to be those that have higher traffic volumes which benefit the most users of the County road network.

In order to expand on our list of primary roads, we need to not only continue to find more money for our roads but to also include a dedicated contribution to residential and rural roads that currently does not exist. We have deferred needed County road maintenance for many decades and it is naive to think we can solve our roads problem quickly. No doubt that budget cuts have had an effect on road maintenance but my preference continues to focus on ways we can grow and develop our revenue sources rather than just focusing on other County Services to curtail. I am interested in exploring the use of Transient Occupancy Tax funding for roads, an extension of Measure M for Road Maintenance, an additional vehicle registration fee for road maintenance and in the long term possibly a parcel tax, statewide gas tax increase or elimination of gas tax in-lieu of a users fee on vehicle miles traveled. Many, if not all of these revenue measures would require voter approval.