



**SB 640 – Transportation Financing: Jointly Proposed Projects & Transparency Act**  
*As Amended May 20<sup>th</sup>, 2021*

**IN BRIEF**

SB 640 permits small cities to pool their SB 1 Local Streets and Roads dollars to bid jointly for a project where the thoroughfare runs through multiple local jurisdictions. By passing SB 640, local governments will save time and money by avoiding project delays and piecemeal projects on roads everyone utilizes.

**BACKGROUND**

After years of debate and advocacy, the Legislature passed and the Governor signed SB 1 (Beall, 2017), also known as the Road Repair and Accountability Act of 2017, increasing transportation funding and instituting much-needed reforms. SB 1 provided the first significant, stable, and on-going increase in state transportation funding in more than two decades. Local governments fought hard for the passage of SB 1, as the total deferred maintenance shortfall was roughly \$78 billion and that was not taking into account the deferred maintenance backlog at the State level.

The City of Belmont located in San Mateo County has long prioritized local streets and road projects. In addition to SB 1 funding, in November 2016, Belmont voters approved the Belmont Streets and City Services Measure (Measure I), a half-cent general tax that generates approximately \$1.3 million annually for local infrastructure. The City Council has allocated \$1 Million per year towards street pavement projects.

**THE PROBLEM**

Many thoroughfares throughout the City require repair and span multiple jurisdictions. Adjacent communities also have streets and roads in similar conditions. It is the City’s priority their SB 1 dollars be used primarily for local road resurfacing and they have undertaken many projects. The City has identified several inefficiencies in the current system that drive up the cost of projects, which could be remedied flexibly by providing cities with more flexibility. Resurfacing projects are also similar between jurisdictions. Currently, each city needs to issue separate bids and provide separate reporting to CTC. For resurfacing projects in adjacent communities, dividing up a project according to jurisdiction lines, requiring separate bids reports increases the overall cost of a project.

**THE SOLUTION**

SB 640 seeks to accomplish the following:

- **Regional Cooperation and Efficient Use of SB 1 Dollars:** In times where multiple jurisdictions have a project of mutual interest, this proposed legislation would allow them to pool their SB 1 resources for one combined regional project. This change would allow for SB 1 money to be stretched further and allow the regional jurisdictions to negotiate a more competitive rate than one small city to bid for a smaller project.
- **Streamlined and Transparent Reporting:** Additionally, this bill would consolidate reporting to one single report that identifies the benefits to each participating jurisdiction versus requiring each agency having to issue their own set of reports for the same project.

**SUPPORT**

City of Belmont (SPONSOR)  
 Burlingame; City of  
 American Public Works Association  
 California Asphalt Pavement Association  
 Fresno; City of  
 Fresno Council of Governments  
 League of California Cities  
 Long Beach; City of  
 San Carlos; City of  
 San Mateo; City of  
 San Mateo Board of Supervisors  
 South San Francisco Public Works Department