

Inglewood News

The Weekly Newspaper of Inglewood

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17th Annual Blueprint for Workplace Success Job Fair



More than 960 high school and college students, including some from Hawthorne campuses, attended the 17th Annual Blueprint for Success Job Fair on April 27 at the Carson Community Center. Of the group, 235 students received job offers on-the-spot and 280 more were invited back for second interviews. (Photo credit: Jemely Dorado)

Sacramento's Plan to Fix Roads is Expensive. What's in It for Us?

By Rob McCarthy

You've probably heard by now that California has a new road repair plan that will spend \$53 billion. That's right ... 53 billion... to fix city streets, major traffic arteries, highways, freeways and transportation projects throughout the state. The 10-year plan will be financed with higher fuel and car registration taxes that will be passed along to drivers and businesses starting in November.

Getting the State Assembly and Senate to approve a tax bill of this size wasn't easy. Governor Jerry Brown and Democratic leaders in Sacramento scrambled in the days leading up to the April 6 vote to persuade lawmakers in both parties to act now, rather than push off road repairs when they would be more costly.

"If you don't do it now, it gets more expensive next year and the year after," Brown said at a Capitol rally last month. Some opposition came from taxpayer groups that questioned whether taxpayers could trust Sacramento and local government not to waste the money--and the chance to make long overdue repairs to California's aging system of roads and bridges. The state already collects nearly \$5 billion a year in fuel taxes, and the roads are ranked the second-worst in the nation, according to published reports. The naysayers warned the plan is too costly and risky.

The plan holds politicians and public works officials accountable for how the tax money is spent, and is expected to raise \$53 billion over a decade. The state's excise gasoline tax will increase by 12.2 cents per gallon and generate \$24 billion, with 50 percent of that amount going to cities and counties for local projects. They'll also split a 20-cent hike in the diesel fuel tax and add another \$7.3 billion.

Drivers will also notice a new DMV fee to register a vehicle. This transportation improvement fee is projected to raise \$16.3 billion for the revenue-sharing between Sacramento and local governments.

Facing higher fuel taxes and DMV costs, South Bay residents are probably asking, what's in it for us? For starters, potholes on major traffic arteries like Pacific Coast Highway, Hawthorne Boulevard and Imperial Avenue would get fixed sooner because Los Angeles County and South Bay cities will have a reliable source of revenue for the next decade. Start dates on regional transportation projects would likely be moved up once Sacramento releases the money,

according to local officials.

Los Angeles County will be the largest recipient of the new tax dollars with \$5 billion over the next decade. Transportation projects that need urgent attention include pavement resurfacing and repairs throughout the area; gutter, curb and sidewalk repairs in Lennox and Del Aire; and signal upgrades at El Segundo Boulevard and the 405 freeway, and at Centinela Avenue at Lucille Street.

South Bay cities will receive millions of dollars in new revenue, with restrictions on how city leaders spend it. The state Transportation

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Weekend Forecast

Friday
Partly
Cloudy
65°/58°



Saturday
Partly
Cloudy
63°/52°



Sunday
Showers
60°/53°



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