

Ballot Financing: Sales Tax Measures Around the State

ALAMEDA
County Transportation
Commission

CAWG, TAWG, Steering Committee
July 2011

California Self-Help Counties

Self-Help
Counties Coalition
Members

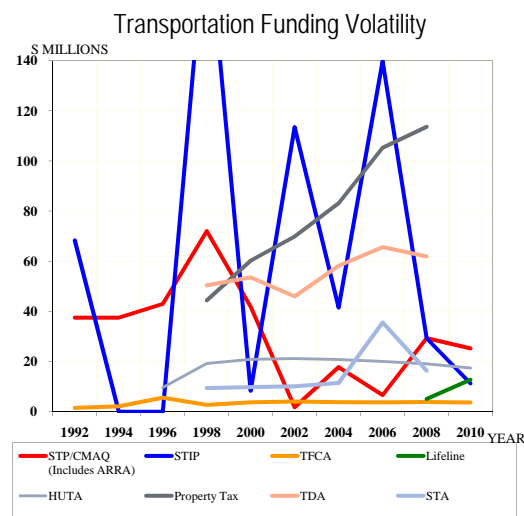
- 19 counties have passed local sales tax measures
 - 2/3 voter approval required to pass these measures
 - Provide almost \$4 billion/year in transportation
- Represents over 83% of state's population – all major metropolitan areas
- Support multiple modes of transportation - essential to metropolitan mobility
 - Highways, streets and roads
 - Transit and paratransit capital and operations
 - Goods movement
 - Bicycle and pedestrian

The Evolution of Transportation Sales Tax Measures

- Gas tax not keeping pace with needs
- First sales tax measure for transportation passes in Santa Clara County in mid-80's
- Alameda County second in state – passed in 1986
- Los Angeles passes permanent sales tax measure in 1990, prior to 2/3 requirement (already had permanent transit tax)
- Voter requirement for first measures was majority vote
- Supermajority requirement enforced in 1990s
 - Slows efforts at using sales tax measures
- Gas tax increased in 1991 by voter approval – the last time it was increased

Funding Volatility

- Funding resources are very volatile across the Country and State
 - Volatility is a great challenge to long-term transportation planning, funding and delivery



Transportation Sales Tax Measures in the Last Decade

- Santa Clara and Alameda Counties pass measures in 2000 surpassing 2/3 voter requirement
 - Alameda County passes with 81.5% voter support, second highest ever in state
- These efforts inspire more counties to pass measures
 - More counties pass measures crossing the 2/3 hurdle since 2000
 - Longest sales tax measures passed in San Diego and Imperial Counties: 40 years

Measures Around the State Passed in 2000's

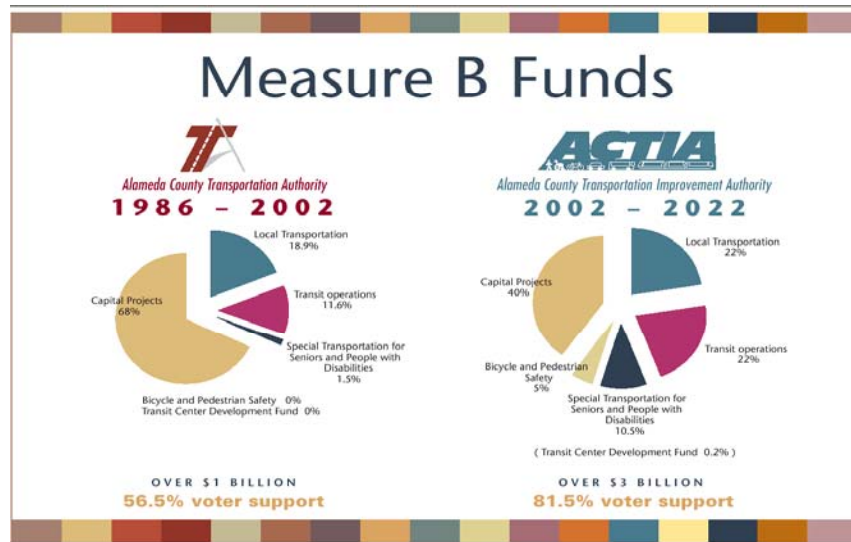
- 20 year plans
 - Alameda County
 - Fresno County
 - Madera County
 - Marin County
 - Sonoma County
- 25 year plans
 - Contra Costa County
 - San Mateo County
- 30 year plans
 - Los Angeles County (Measure R was half-cent increase)
 - Orange County
 - Riverside
 - Sacramento
 - San Bernardino
 - San Francisco
 - San Joaquin
 - Santa Barbara
 - Santa Clara
 - Tulare
- 40 year plans
 - Imperial County (to 2049)
 - San Diego County

Cumulative Statewide Investments

- Sales tax measures support over \$95 billion in statewide multi-modal investments through 2049
 - Capital projects: estimated \$46 billion
 - Streets and roads: estimated \$23.8 billion
 - Transit operations: estimated \$23 billion
 - Bike and pedestrian: estimated \$1.3 billion



Alameda County Sales Tax Evolution



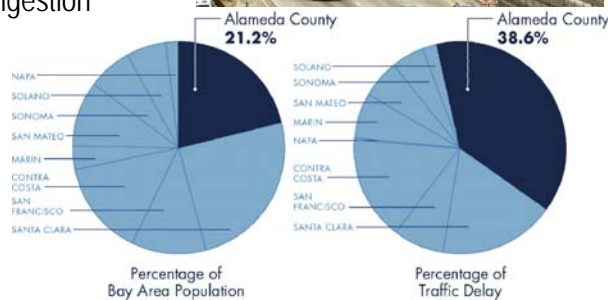
Alameda County in Heart of the Bay Area

- Sits in heart of San Francisco Bay Area
- Population of 1.5 million (7.4 million in Bay Area)
- 14 Cities
- Major Facilities
 - Universities/colleges
 - Port of Oakland
 - Major national labs
 - Industrial and commercial industries
 - Thriving multimedia and technology sectors, strong manufacturing and food service industries
- Internationally recognized laboratories and hospitals
- Socially and ethnically diverse communities.
- Extensive network of roads, rails, buses, trails and pathways that carry millions of people each day to jobs, education, services and recreation
- Attractive place to live, work and recreate



Alameda County is a Crossroads

- Alameda County bears the largest share of Northern California's congestion.
- 20% of the Bay Area's population lives in Alameda County, while 40% of the region's freeway congestion occurs here.



Vehicle Registration Fee

- Governor Schwarzenegger signed SB 83 (Hancock-Oakland) on October 11, 2009
- Senate Bill 83
 - Countywide transportation planning agencies may propose to voters a vehicle registration fee of up to \$10
 - Programs must have a relationship or benefit to the vehicle owners paying the fee
 - Requires simple majority voter approval
 - Must be consistent with regional transportation plan

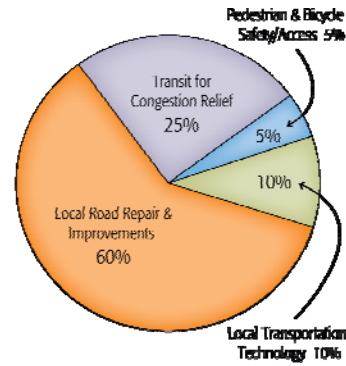


Even in Difficult Times - Many Bay Area Voters Support Transportation Investments

Bay Area Counties Vehicle Registration Fee Ballot Measures	Amount (millions) \$10 per vehicle annually	Poll Results (% yes)	Vote Results November 2, 2010 (% support)
Alameda – Measure F	\$11.0	61%	62.9%
Contra Costa – Measure O	\$8.5	54%	46.2%
Marin – Measure B	\$2.0	65%	62.5%
San Francisco – Measure AA	\$5.0	66%	58.7%
San Mateo – Measure M	\$6.7	66%	54.7%
Santa Clara – Measure B	\$14.0	59%	51.7%
Sonoma – Measure W	\$5.0	55%	42.3%
Total (annually)	\$52.2		

Alameda County VRF: More Money, No Sunset

- 1.1 million registered vehicles in county
- Additional fee will generate up to \$11 million per year in Alameda County
- Revenues from the fee will be distributed throughout the county based on population and the number of registered vehicles in an area
- Annual fee, no sunset date



Metropolitan Mobility Begins with our Own Efficiencies and Public Trust

- Alameda County Transportation Commission is a newly formed agency
 - Less than one year old and formed from two countywide agencies
 - **\$3 million savings**
 - Streamlined staffing and contracting
 - Increased efficiencies and strengthened partnerships
 - On-going delivery of projects and programs
 - New funding stream, VRF
 - Planning for even larger funding stream with local sales tax measure renewal



Alameda CTC Mission: Plan, fund and deliver transportation programs and projects that expand access and improve mobility to foster a vibrant and livable Alameda County



Supporting multi-modal transportation for the full spectrum of our communities

