

**5. November 2010 Ballot Measure in Contra Costa: SB 83 – Increase in Vehicle Registration Fee (VRF) to fund transportation project (Attachment – Action)**

**Presentation/Discussion with Arielle Bourgart, Director Government & Community Relations, CCTA and Bill Gray, President, Gray - Bowen and Company, Inc. on the development of an Expenditure Plan pursuant to SB 83 - Vehicle Registration Fee (VRF)**

**Summary of Issues:** Pursuant to SB 83 (Hancock) signed into law last year, the CCTA is considering placing a measure on the November 2010 ballot that would increase the registration fee on vehicles registered in Contra Costa by \$10 a year, generating about \$8.5 million annually.

The funds generated from the fee may be used for a broad spectrum of transportation programs and projects (including local streets and roads, transit improvements and expansion, bicycle and pedestrian projects, technology improvements benefiting roadways and transit, and 'complete streets' programs) among others. An Expenditure Plan must be developed for these funds and must demonstrate a nexus to those that pay the fee.

The Authority has already conducted a public opinion poll to ascertain voters' general attitude towards the fee increase. The results were positive (although not overwhelmingly so, as were the results in Alameda and San Francisco counties). On the basis of those results, plus information gleaned from a series of stakeholder interviews, the Authority gave the direction to staff to work with an advisory group and other stakeholders to develop a proposed Expenditure Plan outlining how the fee funds would be spent.

The Expenditure Plan Advisory committee (composed of local agency and RTPC staff, transit, bike/ped, and business representatives) met on April 23 and, based on that discussion, three optional approaches to the Expenditure Plan were developed to serve as the basis for further discussion among stakeholders. Authority staff and a member of its consultant team will report on these options at the meeting. Please note that a general theme was to keep the Expenditure Plan and funding requirements straightforward and simple. The Advisory Committee will meet again on May 21, 2010.

**Recommendations:** Assess the information already assembled and discuss ideas, project types, categories, requirements, etc. Action s determined.

**Financial Implications:** The cost of placement on the ballot is a \$1 million dollars.

**Options:** Do not support the development of an Expenditure Plan and advise CCTA not to place the proposed increase for the VRF on the ballot.

**Attachments:** May 6, 2010 Staff report to the CCTA Administration and Projects Committee; April 21, 2010 PowerPoint slide presentation to CCTA on polling results for a possible ballot measure; Vehicle Registration Fee Expenditure Plan background information; text of SB 83 (Hancock, 2009)

## Administration and Projects Committee Meeting **STAFF REPORT**

Meeting Date: May 6, 2010

<b>Subject</b>	<b>November 2010 Ballot Measure in Contra Costa: Vehicle Registration Fee to Fund Transportation Programs and Projects – Expenditure Plan Options</b>
<b>Summary of Issues</b>	At its April 21, 2010 meeting, following a presentation on the public opinion poll results, the Authority authorized staff to begin drafting an Expenditure Plan to accompany a vehicle registration fee proposal for the November 2010 ballot. Subsequently the <i>Vehicle Registration Fee Advisory Committee</i> held its first meeting. Staff will report on the committee's comments and initial recommendations.
<b>Recommendations</b>	None. Information Only
<b>Financial Implications</b>	If approved by the voters, a \$10 vehicle registration fee could generate up to \$8.5 million for transportation purposes in Contra Costa.
<b>Options</b>	N/A
<b>Attachments</b>	A. Draft Expenditure Plan Options for Contra Costa B. Vehicle Registration Fee Fact Sheet
<b>Changes from Committee</b>	

### Background

The vehicle Registration Fee Advisory Committee held its first meeting on Friday April 23. Committee members represent regional committee staff, the TCC, the Authority's Citizens' Advisory Committee, transit operators, city/county engineers, business, environment and open space advocacy groups. The Committee was charged with developing initial expenditure plan alternatives as a starting point for discussion with the regional committees and other interested parties over the next month. Three recommended alternatives are described in Attachment A.

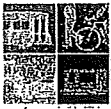
For the most part, there was agreement that the bulk of the funds generated should be "returned to source" for improvements to local streets and roads, with the caveat that a certain amount of funding should be used for transit and for bicycle/pedestrian improvements. There was considerable interest in

the so-called "Complete Street" concept where if funds were used to rehabilitate a local street, the project would have to consider - and address when appropriate - improvements such as striping for bicycle lanes, sidewalks, curb cuts, etc. The objective would be to make the street safe for pedestrians and bicyclists alike – but in a reasonable way, consistent with the street's location and character (e.g. rural, suburban, urban). Bus transit representatives were also supportive of street improvements such as bus pull outs, synchronized signals, sidewalks and bus shelters which would improve the reliability and efficiency of transit operations.

There was a general acknowledgement that the funds accruing to cities and towns under a Measure J type of return-to-source formula – while not insignificant over a 20 year period – would be relatively small on an annual basis. City staff persons noted that Vehicle Registration Fee revenues coming with a separate set of rules could add another layer of complexity in developing a financial plan for local projects. (There are already many funding "pots" that have unique rules and requirements which constrain flexibility).

Notwithstanding the above discussion, the Advisory Committee alternatives all divide the funding into three categories – *Local Street Improvement and Repair*, *Transit for Congestion Relief*, and *Pedestrian & Bicycle Access and Safety* - but by varying percentages.

Information is presented to the APC today for information. Over the next month presentations will be made to the regional committees and other interested parties to obtain additional input. The Vehicle Registration Fee Advisory Committee is scheduled to meet on May 21 to recommend a draft expenditure plan, which would be presented to the APC on June 3, following a public workshop (scheduled for May 24). Final Authority action will take place at the July 21, 2010 Board meeting.



Contra Costa Transportation Authority

# VEHICLE REGISTRATION FEE

EXPENDITURE PLAN

## DRAFT Expenditure Plan Allocation Options Contra Costa Transportation Authority

April 23, 2010

Program Category	Modes Benefiting	Options		
		Local Streets and Roads Focus	Option A	Option B
<p><b>Local Road Improvement and Repair</b></p> <p>This program would provide funding for the rehabilitation, maintenance and operations of local roads and traffic signals. Eligible projects may include:</p> <ul style="list-style-type: none"> <li>• Street repaving and rehabilitation</li> <li>• Traffic signal maintenance and upgrades</li> <li>• Signing and striping for crosswalks and bicycle lanes</li> <li>• Sidewalk repair and installation</li> <li>• "complete streets" projects</li> <li>• Curbs, gutters and drains</li> <li>• Bus stop improvements, including bus pads, turnouts and striping</li> <li>• Safety improvements for vehicles, bicyclists and pedestrians (ADA compliance)</li> <li>• Development, installation, operations, monitoring and maintenance of corridor technology, such as traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems</li> <li>• Projects on local roads to complement freeway management systems</li> <li>• Arterial operational improvements using advanced technology</li> <li>• New or emerging transportation technologies that improve the efficiency and effectiveness of the overall</li> </ul>	Autos and Trucks Trucks Bicycles Pedestrians Transit	80%	50%	60%
<p><b>Transit for Congestion Relief</b></p> <p>This program would provide funding to make the existing transit system more efficient and effective, and improve peak hour access to schools and jobs. The goal of this program is to decrease automobile usage and thereby, reduce congestion and air pollution. Eligible projects may include:</p> <ul style="list-style-type: none"> <li>• Transit service expansion and preservation</li> <li>• Express bus service in congested corridors</li> <li>• Rapid bus or bus rapid transit planning and operations</li> <li>• Employer or school-sponsored transit pass programs</li> <li>• Transit priority treatments on local roads</li> <li>• Park and ride facilities</li> <li>• Rail station (to BART) access and capacity improvements</li> </ul>	Autos and Trucks Trucks Bicycles Pedestrians Transit	15%	40%	30%
<p><b>Pedestrian and Bicycle Access and Safety</b></p> <p>This program would provide funding to improve the safety of bicyclists and pedestrians by reducing conflicts with motor vehicles and discourage driving in congested areas such as transit hubs, schools, downtowns and other high activity locations. This program would also alleviate traffic congestion and related air quality impacts. It would also provide funding to improve bicycle and pedestrian safety on arterials and other locally-maintained roads. Eligible projects may include:</p> <ul style="list-style-type: none"> <li>• Safe routes to schools</li> <li>• Greenways to schools, including programs to reduce congestion around schools for students, parents and teachers</li> <li>• Bicycle and pedestrian signals</li> <li>• Bicycle and pedestrian access to transit hubs, activity centers</li> <li>• Bicycle and pedestrian safety on arterials and other locally maintained roads</li> </ul>	Autos and Trucks Trucks Bicycles Pedestrians Transit	5%	10%	10%

Note: SB 83 requires that fees collected be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan. The bill also specifies leveraging funds, congestion mitigation or pollution mitigation, but defines these concepts broadly.



## Vehicle Registration Fee Expenditure Plan

During the spring and summer of 2010, CCTA will develop a Vehicle Registration Fee Expenditure Plan, based on broad public input that articulates how the funds generated will be used. The Vehicle Registration Fee Expenditure Plan would have the following specific benefits:

- All of the money raised by the Vehicle Registration Fee would be used exclusively for transportation in Contra Costa County and none of it can be taken by the State.
- Help fund roadway repairs and maintenance that make our roads safer for vehicles, cyclists, and pedestrians.
- Provide investments that will help to create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical local transportation programs.

There must be a relationship between the people who pay the Vehicle Registration Fee and the programs the Vehicle Registration Fee funds are used to fund.

## Opportunities for Public Input

CCTA will hold a public workshop on Monday, May 24. CCTA will notify the public about this workshop and the VRF process through newspaper notices and e-mail notification. In addition, as part of the outreach process, CCTA staff will be available to make presentations to City Councils, and to meet with other key agencies and stakeholder groups. Finally, the meetings of the Advisory Committee, the Regional Transportation Planning Committees, the Administration & Projects Committee, and the full Authority Board are all open to the public. All meetings, meeting materials, and project documents will be available on the CCTA website ([www.ccta.net](http://www.ccta.net)). The dates and times of currently-scheduled public meetings are shown to the right.

## Vehicle Registration Fee Public Meetings



<i>Date</i>	<i>Time</i>	<i>Meeting</i>	<i>Location</i>
4/23/10	10:00 am	CCTA VRF Advisory Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
4/30/10	8:00 am	West Contra Costa Transportation Advisory Committee (WCCTAC)	San Pablo City Council Chambers 13831 San Pablo Avenue San Pablo
5/3/10	3:00 pm	Southwest Area Transportation Committee (SWAT)	Lafayette City Offices 3675 Mt. Diablo Boulevard Conference Room 240 or 265 Lafayette
5/6/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/13/10	9:00 am	Transportation Partnership and Cooperation (TRANSPAC)	City of Pleasant Hill Community Room 100 Gregory Lane Pleasant Hill
5/13/10	6:30 pm	TRANSPAN	Tri Delta Transit building 801 Wilbur Avenue Antioch
5/19/10	6:00 pm	CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/21/10	10:00 am	CCTA VRF Advisory Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
5/24/10	6:30 pm	Public Workshop	PMI building 3003 Oak Road, Walnut Creek (across from Pleasant Hill BART)
6/3/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
6/16/10	6:00 pm	CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
7/1/10	8:30 am	CCTA Administration & Projects Committee	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill
7/21/10	6:00 pm	Public Hearing before the CCTA Authority Board	CCTA Offices 3478 Buskirk Avenue, Suite 100, Pleasant Hill

**4.A.15 November 2010 Ballot Measure  
in Contra Costa:**

**Vehicle Registration Fee Increase to Fund  
Transportation Programs and Projects**

Contra Costa Transportation Authority  
April 21, 2010

## Vehicle Registration Fee Ballot Measure

2009's Senate Bill 83 (Hancock) enables County CMA's to place a measure on the ballot that increases the vehicle registration fee by up to ten dollars per registered vehicle.

- ▶ At the \$10 level, this would generate approximately \$8.5 million in Contra Costa County.
- ▶ The fee may fund these transportation programs and projects:
  - ▶ Transit technology
  - ▶ Bicycle and pedestrian projects
  - ▶ Highway operations improvements
  - ▶ Local streets and roads
  - ▶ Transit service expansion
  - ▶ Pollution mitigation
  - ▶ Match state bond funds
- ▶ The measure may pass by simple majority vote.
- ▶ The fees collected must only pay for programs and projects that bear a relationship or benefit to those paying the fee.

# Vehicle Registration Fee Ballot Measure

3

## Next Steps:

- Develop expenditure plan
- Nexus study
- On ballot by August 6

Telephone Survey of likely  
Contra Costa County November 2010 voters

*Presentation of Results*

Conducted for:  
Contra Costa Transportation Authority



**EMC Research, Inc.**

436 14th Street, Suite 820

Oakland, CA 94612

(510) 844-0680

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# Methodology

5

- ▶ Telephone Survey of likely November 2010 voters in Contra Costa County
- ▶ 804 completed interviews
- ▶ Margin of error  $\pm 3.5$  percentage points
- ▶ Conducted April 8-15, 2010
- ▶ Interviews conducted by trained, professional interviewers

*As with any opinion research, the release of selected figures from this report without the analysis that explains their meaning would be damaging to EMC. Therefore, EMC reserves the right to correct any misleading release of this data in any medium through the release of correct data or analysis.*

*Please note that due to rounding, percentages may not add up to exactly 100%*



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# Conclusions

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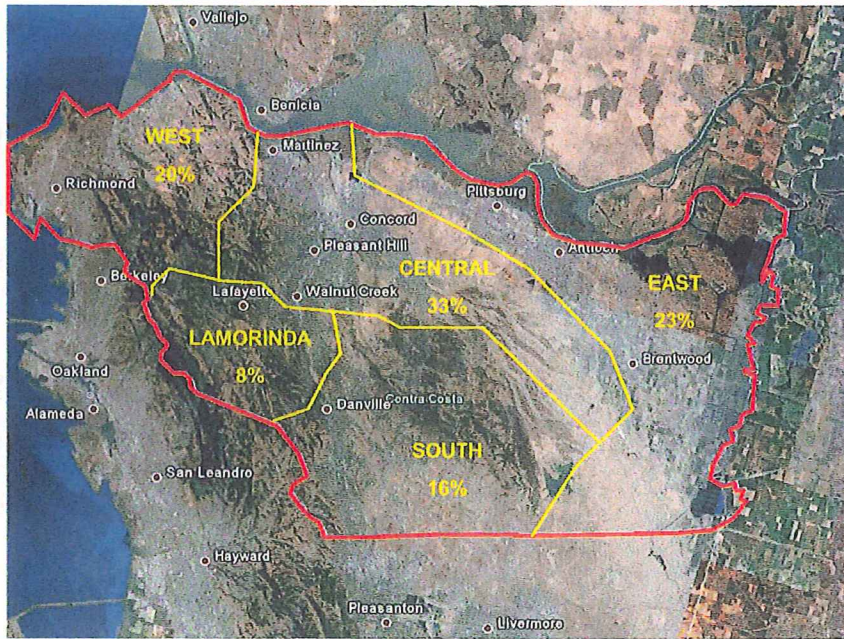
- ▶ A \$10VRF ballot measure in Contra Costa County is supported by a majority of likely voters.
  - ▶ Women, Democrats, and younger voters are the most supportive. The East county is the least supportive.
  - ▶ It is not necessary to lower the dollar amount or insert additional accountability measures to pass.
- ▶ Repairing local streets and roads is paramount.
  - ▶ Other programs are supported, including enabling safe and convenient biking, walking, and transit riding, qualifying for state funding, and reducing commute hour traffic.
- ▶ Voters see a need for increased funding for transportation.
  - ▶ The perception of need is greatest in both East and West County, where four out of five voters believe there is at least some need for money for transportation.
- ▶ As in other counties, keeping the money local is the key message.
  - ▶ Over half of the county's likely voters are much more likely to vote for the measure once they hear that it will stay in the county.
- ▶ Messaging does little to move the vote.
  - ▶ Positive messaging does move the vote up slightly, but negative messages bring it back to where it started, at just over half supporting the measure.



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# Contra Costa County

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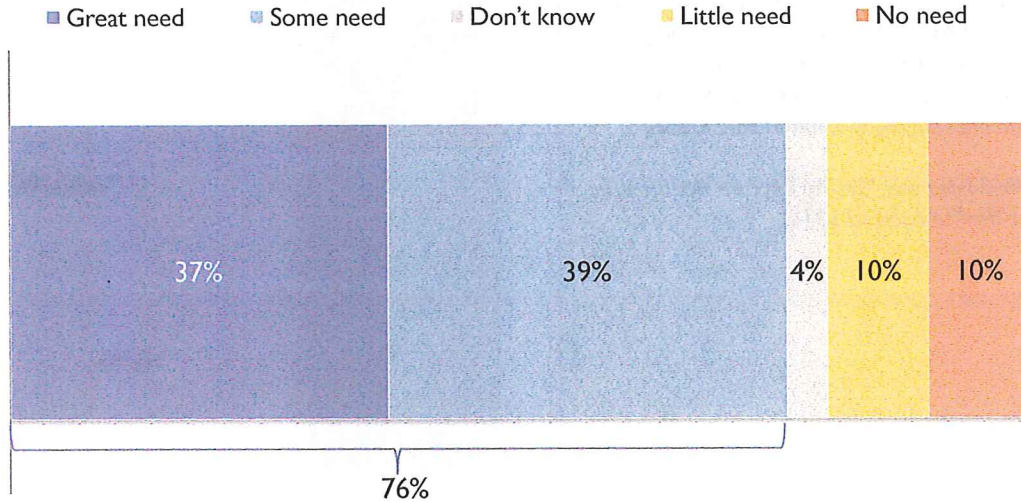


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## Current support

## Additional transportation funding needed.

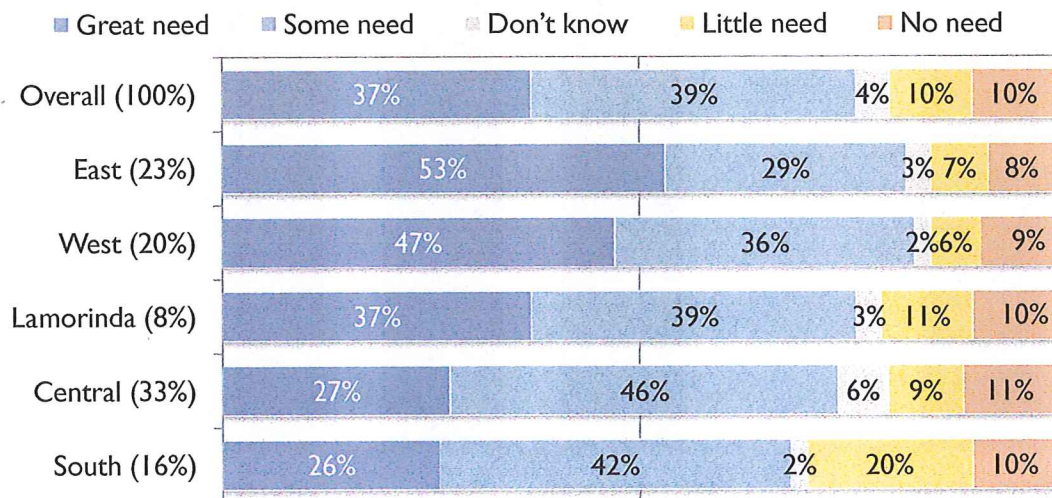
Thinking about Contra Costa County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q12)



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## The east and west regions of the county express the greatest need for funding

Thinking about Contra Costa County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding? (Q12)



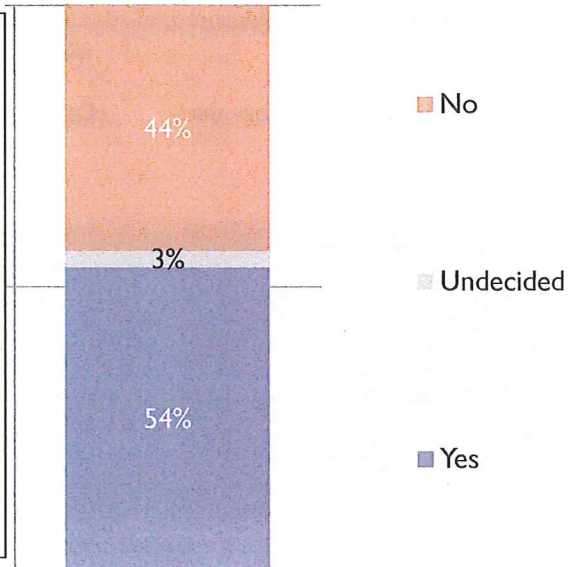
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## On the initial vote, a majority supports a \$10 Vehicle Registration Fee

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Shall a local **vehicle registration fee of ten dollars** be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?

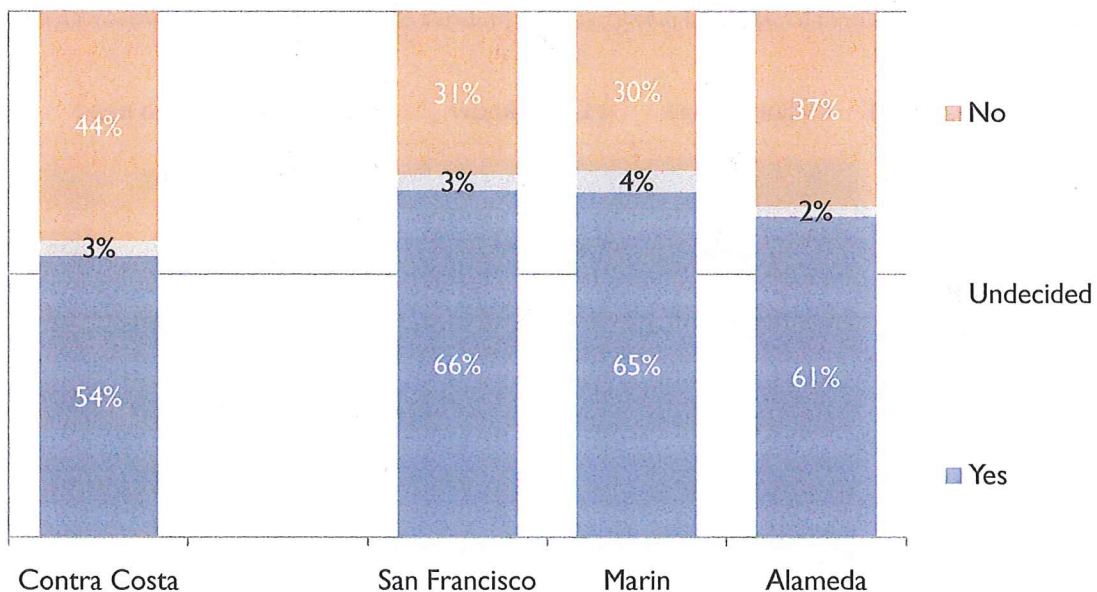
Would you vote "Yes" to approve this measure, or "No" to reject it? (Q14)



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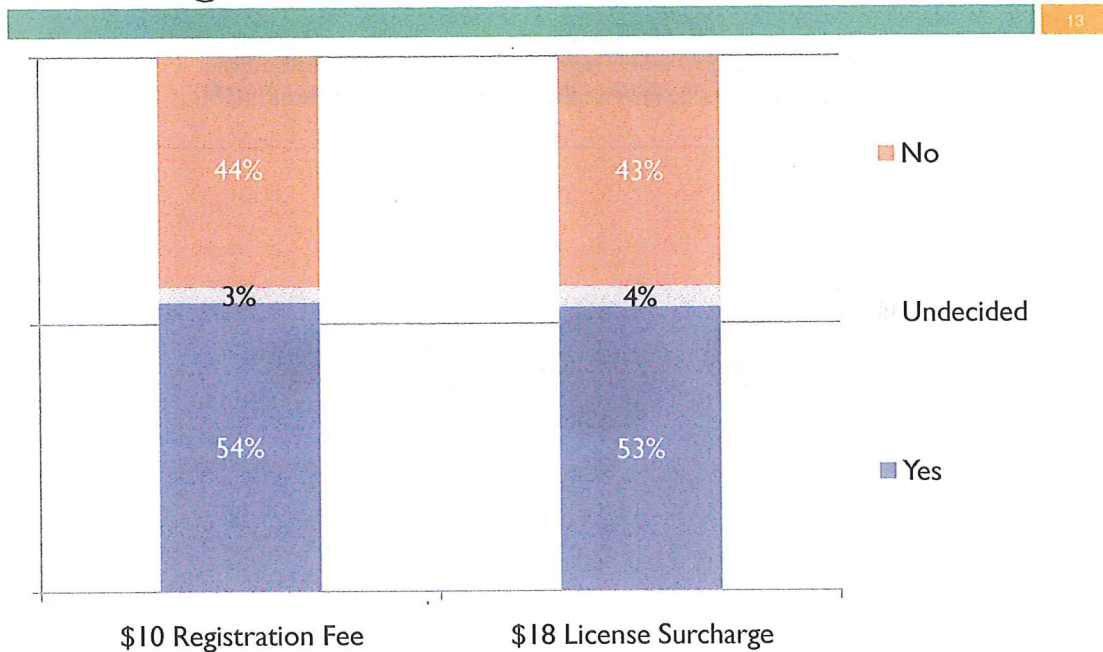
## Comparison of \$10 VLF measures

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## Support for the parks surcharge and the registration fee is nearly identical

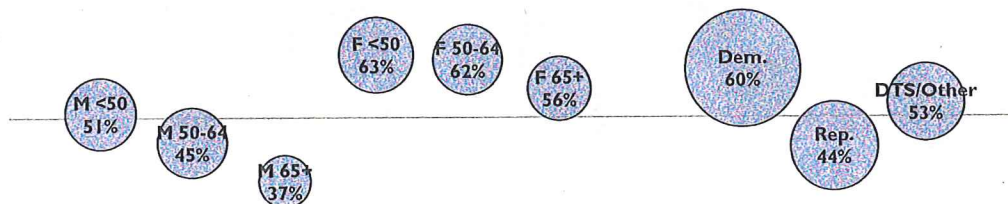


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## Initial support for a measure is highest among women under 50

If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote "Yes" to approve this measure, or "No" to reject it? (Q14)

○ % Yes



Bubble size represents proportion of demographic group

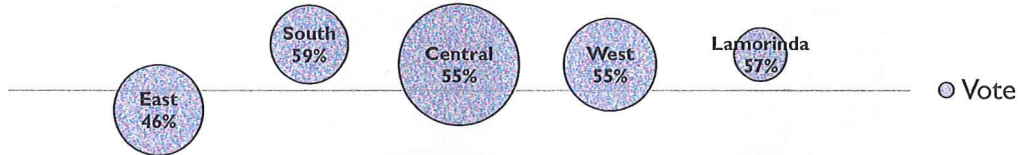


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## The measure has the lowest support in the eastern region of the county

15

If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote "Yes" to approve this measure, or "No" to reject it? (Q14)



Bubble size represents proportion of demographic group

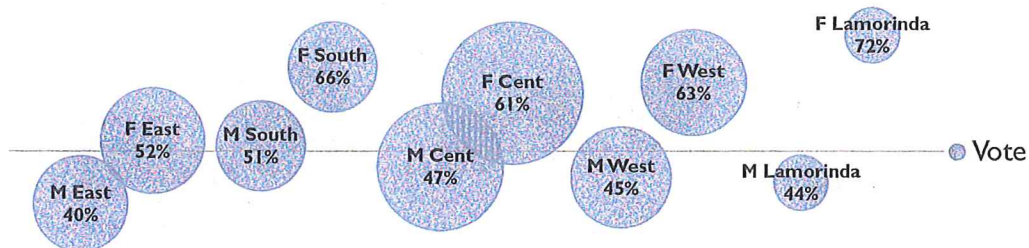


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## Women are more supportive than men across all regions of the county

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If this measure [\$10 vehicle registration fee] were on the ballot today, would you vote "Yes" to approve this measure, or "No" to reject it? (Q14)

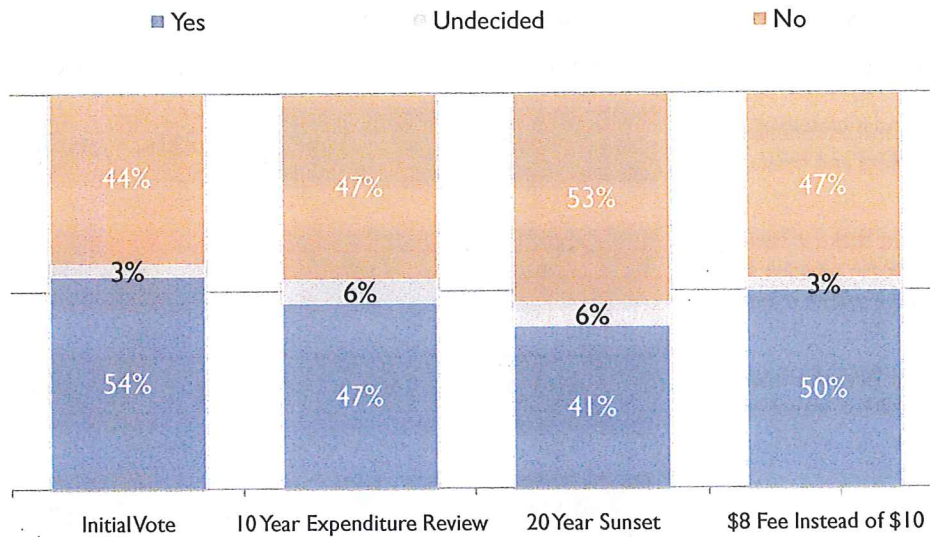


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## Information and price sensitivity

### Lower fee/review do not improve proposal

Would [measure] make you more likely to vote Yes to approve a vehicle registration fee? (Q15-Q17)

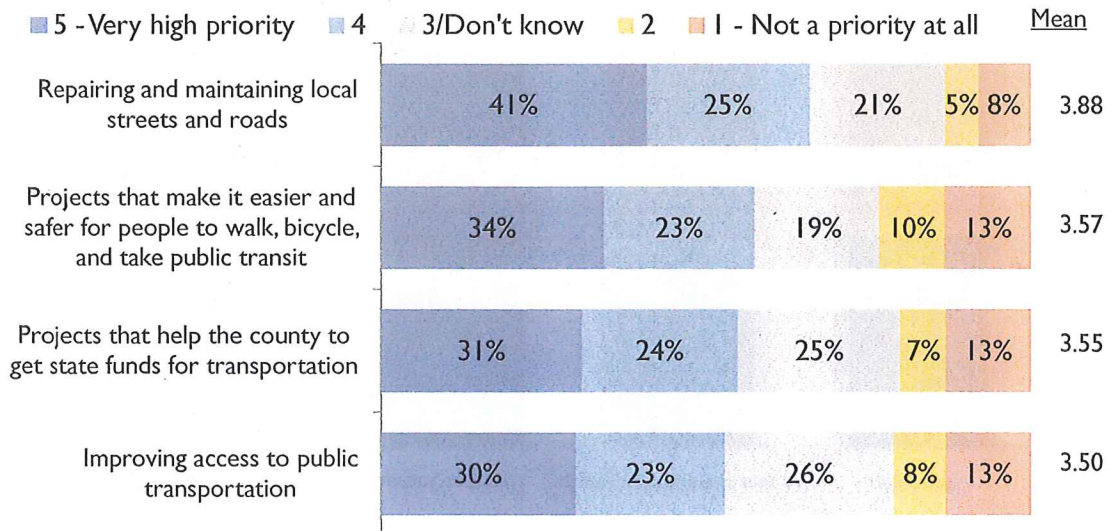


# Priorities



## The top priority for funding is road repair and maintenance

I am going to read you a list of things the [\$10 VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



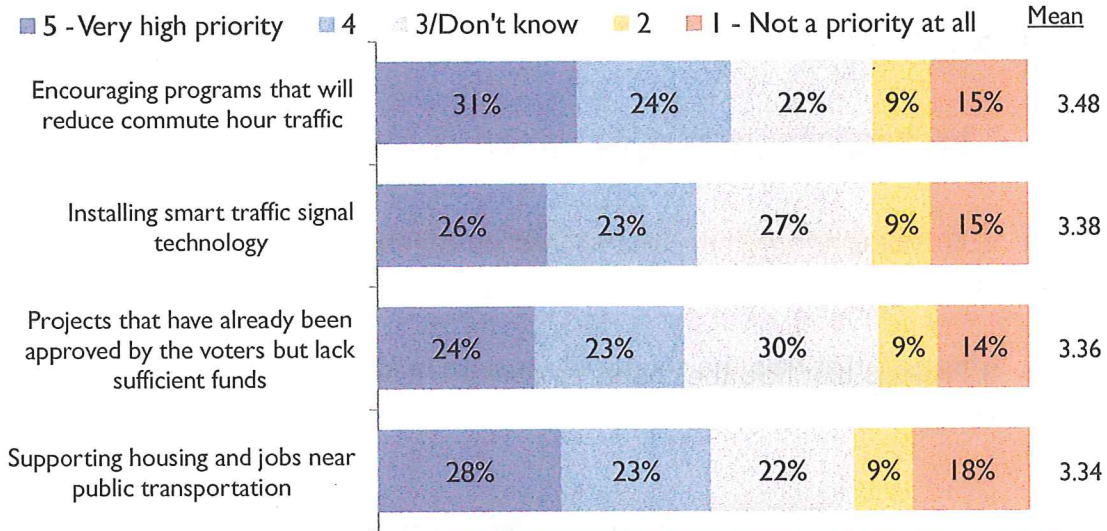
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## The fact that the projects have already been approved is not particularly compelling to voters

21

I am going to read you a list of things the [\$10VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

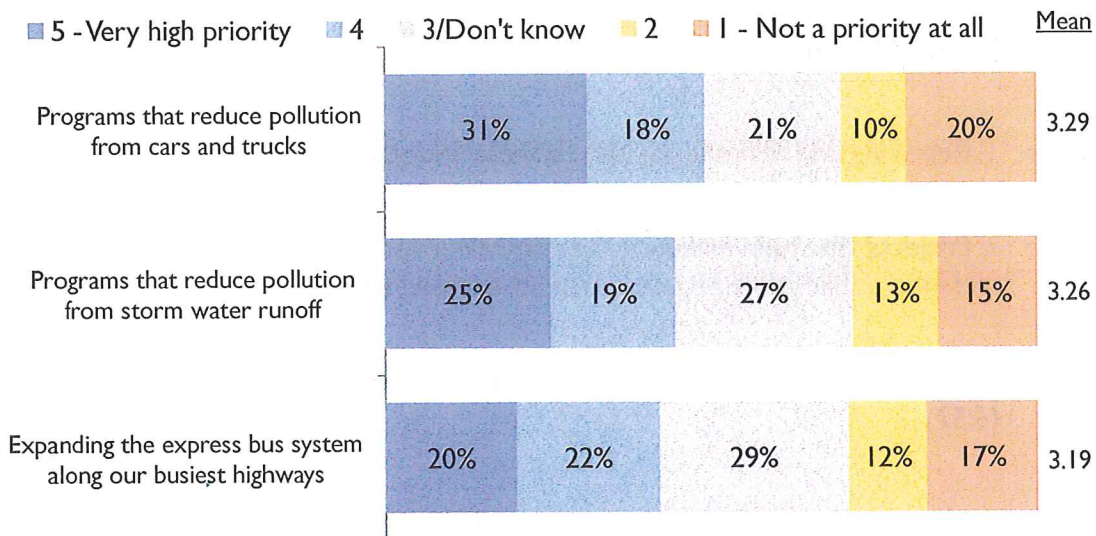


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## Express buses and pollution reduction are not voter priorities

22

I am going to read you a list of things the [\$10VRF] measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)



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# East County Expenditure Priorities

23

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

## ▶ East County

- ▶ **1. Repairing and maintaining local streets and roads (3.96)**
- ▶ **2. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.63)**
- ▶ **3. Projects that help the county to get state funds for transportation (3.57)**

Mean average: 1=Not a priority to 5=Very high priority



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# South County Expenditure Priorities

24

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

## ▶ South County

- ▶ **1. Repairing and maintaining local streets and roads (3.68)**
- ▶ **2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.61)**
- ▶ **3. Projects that help the county to get state funds for transportation (3.57)**

Mean average: 1=Not a priority to 5=Very high priority



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# Central County Expenditure Priorities

25

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

## ▶ Central County

- ▶ 1. Repairing and maintaining local streets and roads (3.87)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.61)
- ▶ 3. Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing (3.52)

Mean average: 1=Not a priority to 5=Very high priority



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# West County Expenditure Priorities

26

I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)

## ▶ West County

- ▶ 1. Repairing and maintaining local streets and roads (3.92)
- ▶ 2. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.64)
- ▶ 3. Improving access to public transportation (3.64)

Mean average: 1=Not a priority to 5=Very high priority



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# Lamorinda Expenditure Priorities

27

*I'd like to read you a list of things the measure might pay for. For each one, please tell me how a high a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority. (Q19-29)*

## ▶ Lamorinda

- ▶ **1. Repairing and maintaining local streets and roads (3.97)**
- ▶ **2. Projects that help the county to get state funds for transportation (3.65)**
- ▶ **3. Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go (3.53)**

Mean average: 1=Not a priority to 5=Very high priority



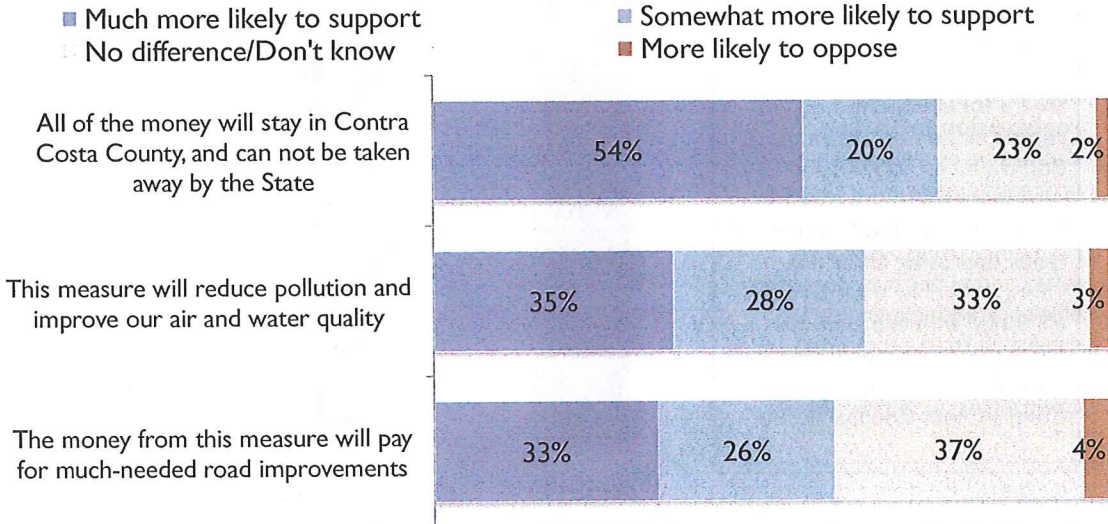
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## Messaging

## That the revenue would stay local is the most persuasive message for a measure

29

First, I will read you some statements from people who are **in favor** of the measure. After each statement, please tell me if it would make you much more likely to support the measure or somewhat more likely to support the measure, or if it makes no difference. (Q30-36)

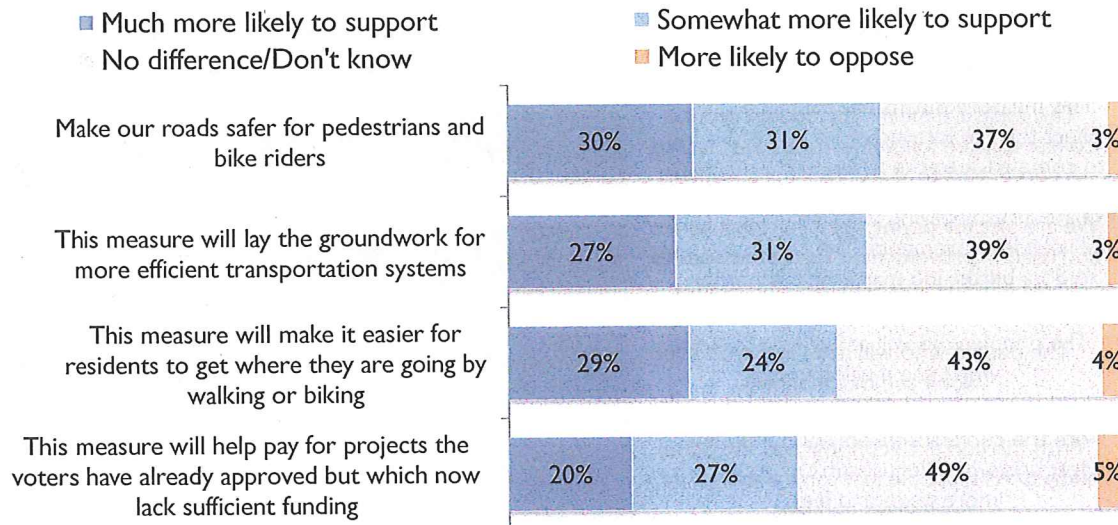


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## The fact that the projects have already been approved is not particularly compelling to voters

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After each statement, please tell me if it would make you much more likely to support the measure or somewhat more likely to support the measure, or if it makes no difference. (Q39-46)



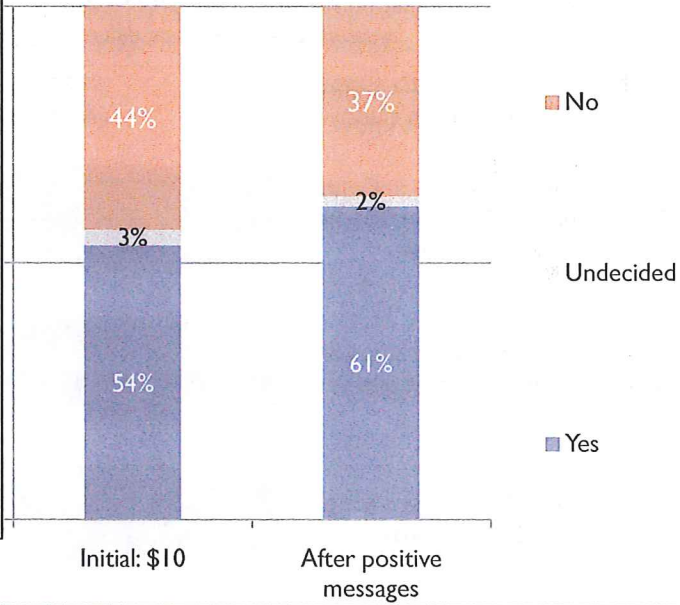
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## Support rises to 61% after positive messages

31

Given what you have just heard, would you now vote yes to approve or no to reject a measure that reads:

Shall a local vehicle registration fee of ten dollars be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County? (Q37)



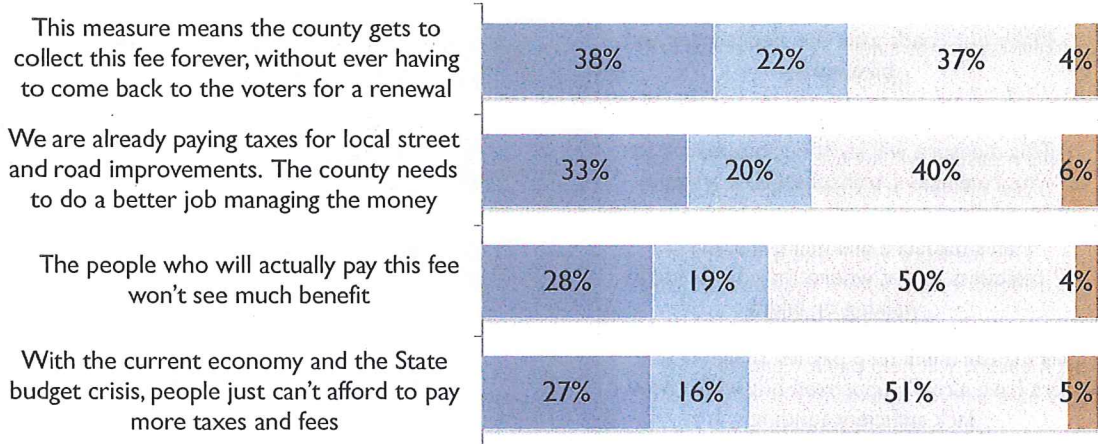
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## Lack of a sunset is the most compelling message against the measure.

32

After each statement, please tell me if it would make you much more likely to oppose the measure or somewhat more likely to oppose the measure, or if it makes no difference. (Q38-44)

- Much more likely to oppose
- Somewhat more likely to oppose
- No difference/Don't know
- More likely to support



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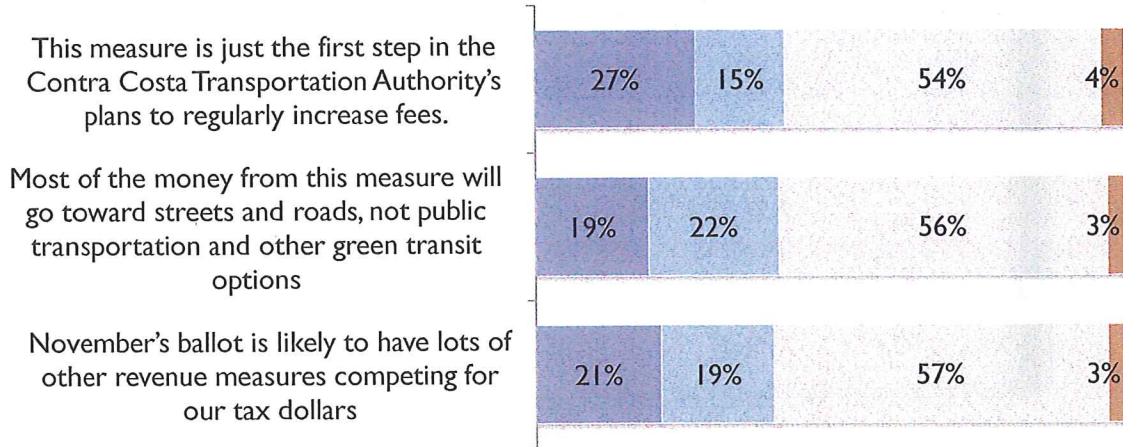
## The crowded ballot scenario is not viewed as a reason to keep from running a measure

33

After each statement, please tell me if it would make you much more likely to oppose the measure or somewhat more likely to oppose the measure, or if it makes no difference. (Q38-44)

- Much more likely to oppose
- Somewhat more likely to oppose
- No difference/Don't know

- More likely to support

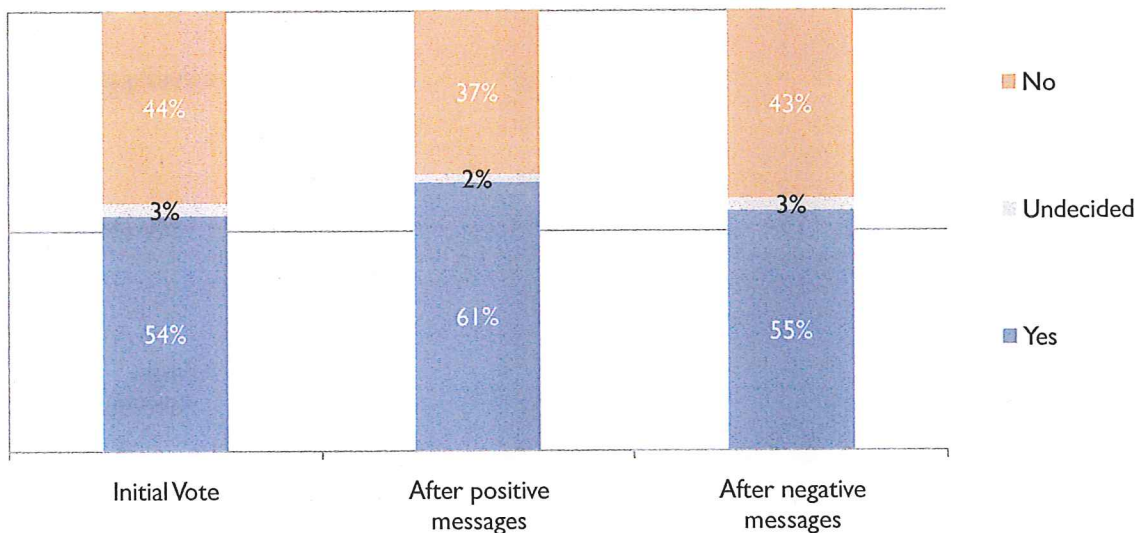


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EMC 10-4247

## Even after all negative messages, support returns to the initial level

34

Given everything you have just heard, would you now vote yes to approve or no to oppose the measure? (Q45)

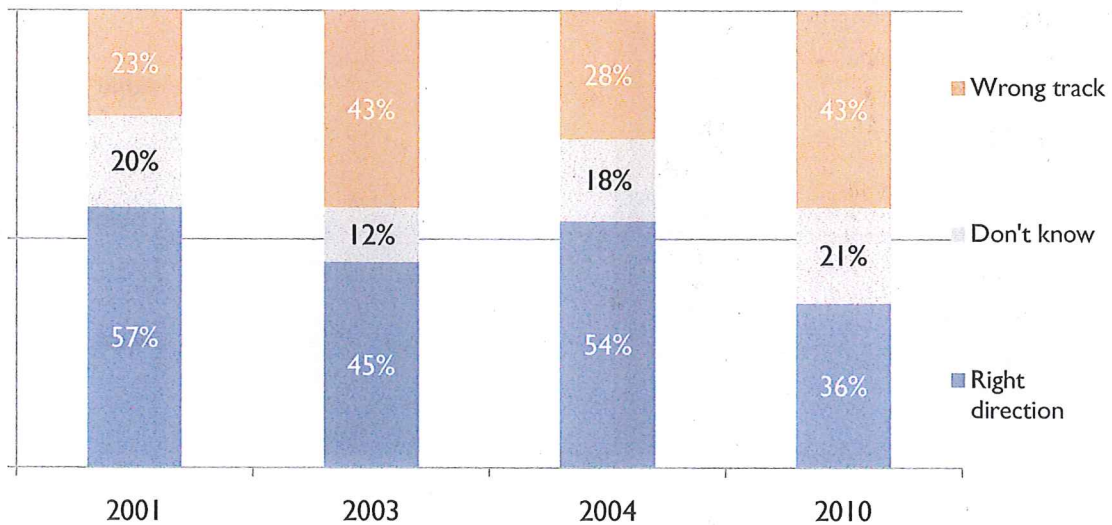


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## Attitudes and perceptions

### Just one-third of voters think that things in the county are on the right track

Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track? (Q4)

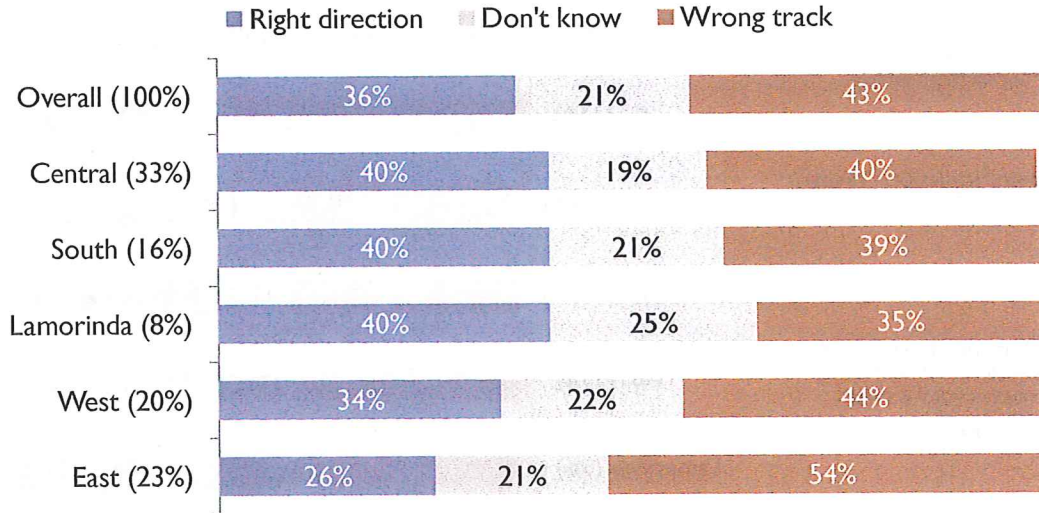


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## Voters in East County are most pessimistic about the county

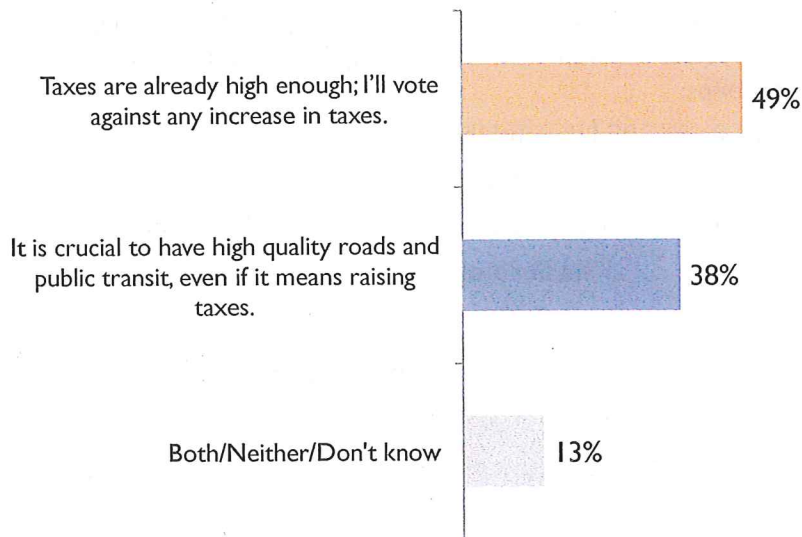
Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track? (Q4)



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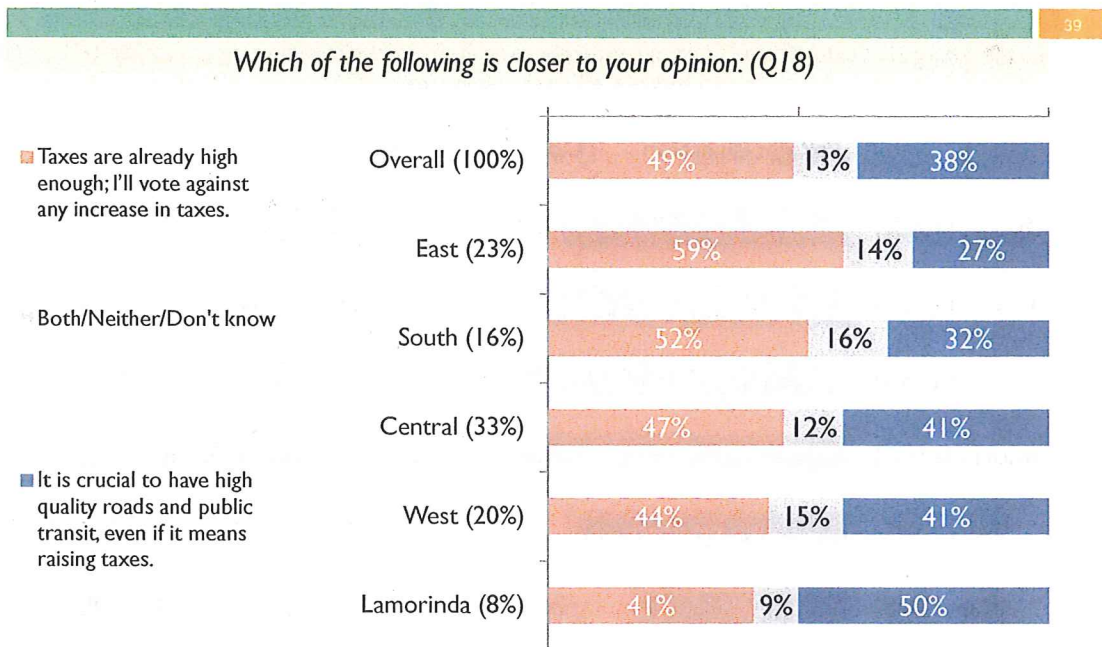
## Half of county voters are inclined not to raise taxes

Which of the following is closer to your opinion: (Q18)



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## Anti-tax sentiment is highest in East county and lowest in Lamorinda



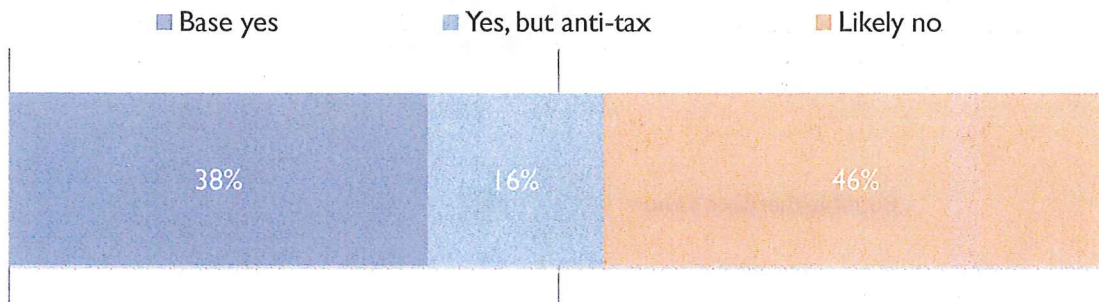
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## The measure is not invulnerable as some supporters are hesitant to support a tax increase

40

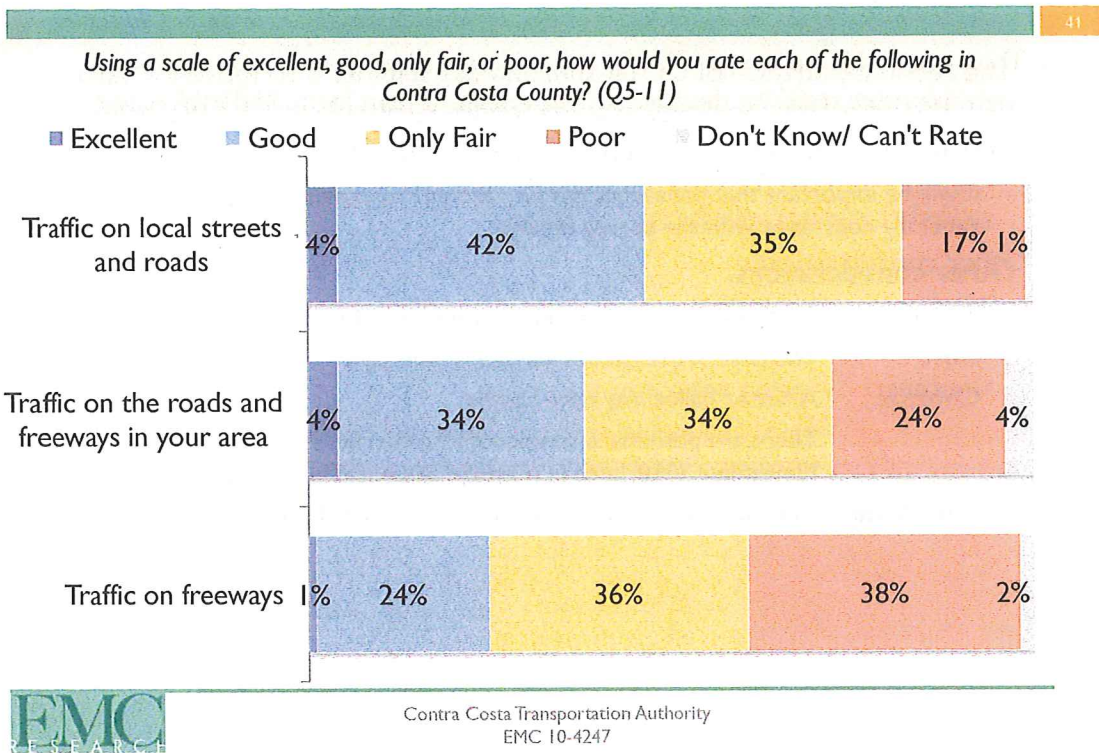
Based on the votes in the survey and responses to question 18 (Taxes are already high enough; I'll vote against any increase in taxes. OR It is crucial to have high quality roads and public transit, even if it means raising taxes.), voters were divided into three groups:

- ▶ Base yes (%): Supportive and not anti-tax
- ▶ Yes, but anti-tax (%): Supportive but anti-tax
- ▶ Likely no (%): Unlikely to support a measure, even with information

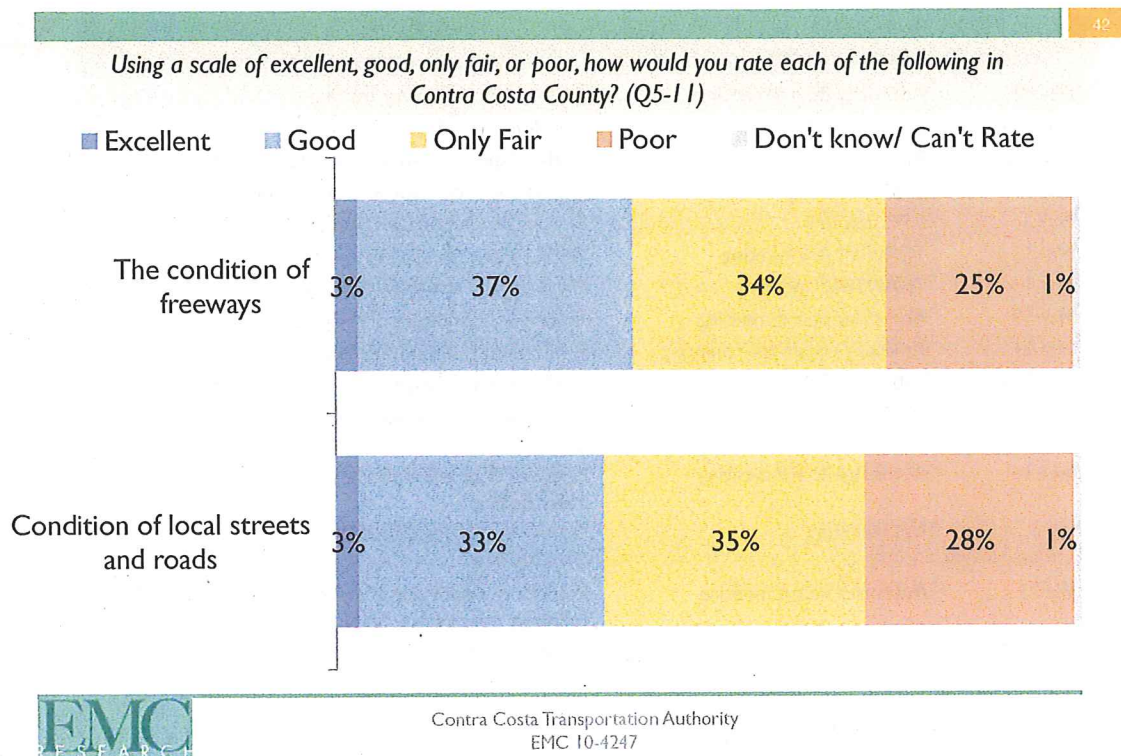


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## Ratings of traffic



## Ratings of road conditions



## Recommendation & Other Considerations

43

- ▶ The recommendation of CCTA staff and consultants is to move forward with the next steps to develop an expenditure plan for a \$10VRF ballot measure in Contra Costa County for November 2010.
  - ▶ It will be important that consensus develop around an expenditure plan that is generally consistent with the survey results.
- ▶ Other considerations:
  - Timing**      Passing the measure sooner means the money is available sooner.
  - Cost**          The cost of the ballot measure is constant.
  - Context**      A better ballot may never come.  
There are potential synergies with other Bay Area counties in November 2010, both in message and collaborative communications.
  - Threshold**    Current law allows for creation of a local VRF by simple majority.

## Next Steps

44

Date	Event	Action
April 21	Authority Board meeting	Presentation of survey results
April 23	Advisory committee meeting	Develop expenditure plan options
April 30	WCCTAC meeting	Gather input on expenditure plan options
May 3	SWAT meeting	Gather input on expenditure plan options
May 6	APC meeting	Review expenditure plan options
May 13	TRANSPLAN meeting	Gather input on expenditure plan options
May 13	TRANSPAC meeting	Gather input on expenditure plan options
May 19	Authority Board meeting	Approve expenditure plan options
May 21	Advisory committee meeting	Recommend expenditure plan
May 24 or 25	Public workshop	Gather input on expenditure plan options
June 3	APC meeting	Review draft expenditure plan, ballot language, nexus study findings
June 16	Authority Board meeting	Approve draft expenditure plan, ballot language, nexus study findings
July 1	APC meeting	Review final expenditure plan, ballot language, nexus study findings
July 21	Authority Board meeting	Public hearing; Approve final expenditure plan, ballot language, nexus study findings
August 6	Last day to place measure on the ballot	None should be required

*All events are opportunities for public input.*



**Telephone Survey of Contra Costa County Voters**  
n=804; margin of error ±3.5%  
Interviews conducted April 8 – April 15, 2010  
EMC #10-4247

Hello, my name is \_\_\_\_\_, may I speak with (NAME ON LIST). (SPEAK TO NAME ON LIST ONLY)  
Hello, my name is \_\_\_\_\_, and I'm conducting a survey for EMC Research to find out how people in your area feel about some of the different issues facing them. We are not trying to sell anything, and are collecting this information on a scientific and completely confidential basis.

1. SEX (Record from observation)
 

Male	46%
Female	54%
  
2. Are you registered to vote at your current address?
 

Yes → CONTINUE	100%
No → TERMINATE	0%
  
3. I know it's a long ways off, but what do you think are the chances that you will vote in the November 2010 statewide general election for Governor and other candidates and issues — are you almost certain to vote, will you probably vote, are the chances 50/50, or will you likely not vote in that election?
 

Almost Certain → CONTINUE	86%
Probably → CONTINUE	10%
50/50 Chance → CONTINUE	3%
Will not vote/(Don't Know) → TERMINATE	0%
  
4. Do you think things in Contra Costa County are generally going in the right direction, or do you feel that things are pretty seriously off on the wrong track?
 

Right Direction	36%
Wrong Track	43%
(Don't Know)	21%

Using a scale of excellent, good, only fair, or poor, how would you rate each of the following in Contra Costa County?

**SCALE:**

1. Excellent	2. Good	3. Only fair	4. Poor	5. (Don't know)
--------------	---------	--------------	---------	-----------------

**BEFORE EACH QUESTION:** The (first/next) one is...

**AFTER EACH QUESTION AS NECESSARY:** How would you rate <ITEM>, using a scale of excellent, good, only fair, or poor?

(RANDOMIZE Q5-Q11)

- |    |                                     |    |     |     |     |    |
|----|-------------------------------------|----|-----|-----|-----|----|
| 5. | Traffic on local streets and roads; | 4% | 42% | 35% | 17% | 1% |
| 6. | Traffic on freeways;                | 1% | 24% | 36% | 38% | 2% |

1. Excellent	2. Good	3. Only fair	4. Poor	5. (Don't know)
--------------	---------	--------------	---------	-----------------

7.	The condition of local streets and roads	3%	33%	35%	28%	1%
8.	The condition of freeways	3%	37%	34%	25%	1%
9.	BART	14%	46%	18%	7%	14%
10.	Public bus transit	2%	20%	21%	14%	43%
11.	Traffic on the roads and freeways in <u>your</u> area, as compared with other parts of Contra Costa County	4%	34%	34%	24%	4%
12.	Thinking about Contra Costa County's transportation network, including streets, roads, and public transit, would you say that there is a great need for additional funding, some need, a little need, or no real need for additional funding?					
	Great need					37%
	Some need					39%
	Little need					10%
	No need					10%
	(Don't know)					4%

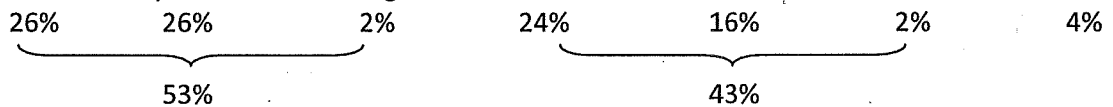
I'd like to read you a few different measures that may be on your ballot sometime soon.

**AFTER EACH QUESTION AS NECESSARY:** Would you vote "Yes" to approve this measure, or "No" to reject it? (IF YES/NO: Would you definitely vote "Yes"/"No," or would you probably vote "Yes"/"No"?) (IF UNDECIDED/DON'T KNOW: Toward which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?) (DO NOT RANDOMIZE)

**SCALE for Q13-Q17:**

1. Definitely yes	2. Probably yes	3. (Lean yes)	4. Definitely no	5. Probably no	6. (Lean no)	7. Undecided /Don't know
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13. The first one would establish an eighteen dollar annual vehicle license surcharge to help fund State Parks and wildlife programs, and grant free admission to all state parks to surcharged vehicles. It would require that funds be used solely to operate, maintain and repair the state park system, and to protect wildlife and natural resources. Commercial vehicles and trailers would be exempt from the surcharge.



1. Definitely yes	2. Probably yes	3. (Lean yes)	4. Definitely no	5. Probably no	6. (Lean no)	7. Undecided /Don't know
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14. The next one is...  
 Shall a local vehicle registration fee of ten dollars be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?
- |     |     |    |     |     |    |    |
|-----|-----|----|-----|-----|----|----|
| 24% | 28% | 2% | 27% | 16% | 1% | 3% |
| 54% |     |    | 44% |     |    |    |
15. Thinking about the second measure I read, the county vehicle registration fee measure, what if the expenditure plan for the funds generated by the measure was thoroughly reviewed and updated every ten years by the Contra Costa Transportation Authority, which is made up of local elected officials from all across Contra Costa County?
- |     |     |    |     |     |    |    |
|-----|-----|----|-----|-----|----|----|
| 15% | 29% | 2% | 27% | 18% | 2% | 6% |
| 47% |     |    | 47% |     |    |    |
16. As an alternative, what if the county vehicle registration fee measure expired after twenty years and could not be continued without another vote on the fee and the expenditure plan?
- |     |     |    |     |     |    |    |
|-----|-----|----|-----|-----|----|----|
| 16% | 23% | 2% | 28% | 22% | 3% | 6% |
| 41% |     |    | 53% |     |    |    |
17. Instead of ten dollars, what if the fee was eight dollars?
- |     |     |    |     |     |    |    |
|-----|-----|----|-----|-----|----|----|
| 23% | 25% | 2% | 28% | 17% | 2% | 3% |
| 50% |     |    | 47% |     |    |    |
18. Which of the following is closer to your opinion: (ROTATE 1 & 2; Read "OR" between first and second statement)
- |   |     |
|---|-----|
| Taxes are already high enough; I'll vote against any increase in taxes.                     | 49% |
| It is crucial to have high quality roads and public transit, even if it means raising taxes | 38% |
| (Both)  | 4%  |
| (Neither)   | 4%  |
| (Don't Know)  | 6%  |

I'd like to ask you a few more questions about the last measure I read to you, to establish a ten dollar vehicle registration fee in Contra Costa County for roads, traffic, transit, and safety improvements. I am going to read you a list of things the measure might pay for. For each one, please tell me how high of a priority it should be to pay for with the revenues. Please use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority;

(RANDOMIZE Q19-Q29)

**BEFORE EACH QUESTION:** The (first/next) one is...

**AFTER EACH QUESTION AS NECESSARY:** How high of a priority should it be to pay for with the revenues? Use a scale from one to five, where one means it should not be a priority at all and five means it should be a very high priority.

SCALE:	1	2	3	4	5	6	Mean
	Not a priority at all			Very high priority		(DK)	
19.	Improving access to public transportation						
	13%	8%	24%	23%	30%	2%	<b>3.50</b>
20.	Expanding the express bus system along our busiest highways						
	17%	12%	25%	22%	20%	4%	<b>3.19</b>
21.	Repairing and maintaining local streets and roads						
	8%	5%	20%	25%	41%	1%	<b>3.88</b>
22.	Encouraging programs that will reduce commute hour traffic, like telecommuting and ride sharing						
	15%	9%	20%	24%	31%	2%	<b>3.48</b>
23.	Supporting housing and jobs near public transportation						
	18%	9%	21%	23%	28%	1%	<b>3.34</b>
24.	Improving traffic flow on our busiest roads by installing smart traffic signal technology						
	15%	9%	25%	23%	26%	2%	<b>3.38</b>
25.	Programs that reduce pollution from cars and trucks						
	20%	10%	20%	18%	31%	1%	<b>3.29</b>
26.	Programs that reduce pollution from storm water runoff from streets and roads						
	15%	13%	25%	19%	25%	2%	<b>3.26</b>
27.	Projects that help the county to get state funds for transportation						
	13%	7%	23%	24%	31%	2%	<b>3.55</b>
28.	Projects that have already been approved by the voters but lack sufficient funds due to the downturn in the economy						
	14%	9%	25%	23%	24%	5%	<b>3.36</b>
29.	Projects that help make it easier and safer for people to walk, bicycle, and take public transit to the places they need to go						
	13%	10%	18%	23%	34%	1%	<b>3.57</b>



I'm going to read you some statements being made by people both in favor of and against the measure. First, I will read you some statements from people who are in favor of the measure. After each statement, please tell me if it would make you much more likely to support the measure or somewhat more likely to support the measure, or if it makes no difference.

**AFTER EACH QUESTION: Does that make you much more likely to support the measure, somewhat more likely to support it, or does it make no difference?**

(RANDOMIZE Q30-Q36)

**SCALE:**

1. Much more likely to support	2. Somewhat more likely to support	3. More likely to oppose	4. No difference	5. Don't know
--------------------------------	------------------------------------	--------------------------	------------------	---------------

30.	All of the money this measure provides will stay right here in Contra Costa County, and none of it can be taken away by the State	54%	20%	2%	22%	1%
31.	All of the street repairs and maintenance covered by this measure will make our roads safer for pedestrians and bike riders	30%	31%	3%	35%	2%
32.	This measure will lay the groundwork for more efficient transportation system in our area, so that we can use state-of-the-art technologies to manage traffic flow instead of constantly widening roads and freeways	27%	31%	3%	37%	2%
33.	This measure will help pay for projects the voters have already approved but which, due to the economic downturn, now lack sufficient funding from Contra Costa's transportation sales tax	20%	27%	5%	46%	3%
34.	Contra Costa County and its cities have some of the worst roads in the Bay Area; the money from this measure will pay for much-needed road improvements	33%	26%	4%	35%	2%
35.	This measure will result in Contra Costa residents spending less time in their cars and making it easier for them to get where they are going by walking or biking	29%	24%	4%	42%	1%
36.	This measure will reduce pollution and improve our air and water quality	35%	28%	3%	33%	1%

37. Given what you have just heard, would you now vote yes to approve or no to reject a measure that reads:

Shall a local vehicle registration fee of ten dollars be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?

**(IF YES/NO: Would you definitely vote "Yes"/"No," or would you probably vote "Yes"/"No"?)**  
**(IF UNDECIDED/DON'T KNOW: Toward which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)**

Definitely yes	30%
Probably yes	28%
(Lean yes)	2% → 61%
Definitely no	23%
Probably no	12%
(Lean no)	3% → 37%
(Undecided/Don't know)	2%

Now I'll read you some statements from people who are opposed to the measure. After each statement, please tell me if it would make you much more likely to oppose the measure or somewhat more likely to oppose the measure, or if it makes no difference.

**AFTER EACH QUESTION: Does that make you much more likely to oppose the measure, somewhat more likely to oppose it, or does it make no difference?**  
 (RANDOMIZE Q38-Q44)

**SCALE:**

1. Much more likely to oppose	2. Somewhat more likely to oppose	3. More likely to support	4. No difference	5. Don't know
-------------------------------	-----------------------------------	---------------------------	------------------	---------------

38. We are already paying both a gas tax and a sales tax for local street and road improvements. The county needs to do a better job managing the money we are already giving them

33%	20%	6%	38%	2%
-----	-----	----	-----	----

39. With the current economy and the State budget crisis, people just can't afford to pay more taxes and fees

27%	16%	5%	50%	1%
-----	-----	----	-----	----

40. The people who will actually pay this fee won't see much benefit — much of the money will end up going to projects that won't help drivers

28%	19%	4%	47%	3%
-----	-----	----	-----	----

41. Most of the money from this measure will go toward streets and roads. This continues to leave public transportation and other green transit options struggling for funding

19%	22%	3%	54%	2%
-----	-----	----	-----	----

1. Much more likely to oppose	2. Somewhat more likely to oppose	3. More likely to support	4. No difference	5. Don't know
-------------------------------	-----------------------------------	---------------------------	------------------	---------------

42. This measure is just the first step in the Contra Costa Transportation Authority's plans to regularly increase fees. If we pass this measure, we'll surely be asked to approve some other kind of fee in the next election

27%                      15%                      4%                      53%                      3%

43. November's ballot is likely to have lots of other revenue measures competing for our tax dollars, including a state vehicle registration fee for state parks as well as local school parcel taxes and bond measures

21%                      19%                      3%                      55%                      2%

44. This measure means the county gets to collect this fee forever, without ever having to come back to the voters for a renewal

38%                      22%                      4%                      35%                      2%

45. Sometimes in a survey like this, people change their minds. Given everything you have just heard, would you now vote yes to approve or no to reject a measure that reads:

Shall a local vehicle registration fee of ten dollars be established and proceeds directed to repairing and maintaining local streets and roads; improving traffic flow, safety, and public transportation efficiency; with expenditures subject to strict monitoring and with all revenues staying in Contra Costa County?

**(IF YES/NO: Would you definitely vote "Yes"/"No," or would you probably vote "Yes"/"No"?)**

**(IF UNDECIDED/DON'T KNOW: Toward which way do you lean — toward voting "Yes" to approve, or toward voting "No" to reject?)**

Definitely yes	24%
Probably yes	28%
(Lean yes)	2% → 55%
Definitely no	26%
Probably no	14%
(Lean no)	2% → 43%
(Undecided/Don't know)	3%

Now I'd like to ask you a few questions for statistical purposes only.

46. In terms of your job status, are you employed, unemployed but looking for work, retired, a student, or a homemaker?

Employed → ASK Q47	48%
Unemployed → SKIP TO Q48	10%
Retired → SKIP TO Q48	29%
Student → SKIP TO Q48	4%
Homemaker → SKIP TO Q48	6%
(Other) → SKIP TO Q48	1%
(Don't know) → SKIP TO Q48	1%

(ASK Q47 IF Q46=1 - "Employed")

47. In what city do you work? (OPEN-ENDED, ONE RESPONSE, DO NOT READ LIST)

Antioch	5%
Berkeley	3%
Brentwood	1%
Clayton	1%
Concord	9%
Danville	3%
El Cerrito	2%
Fremont	1%
Hayward	1%
Hercules	0%
Lafayette	2%
Moraga	1%
Martinez	5%
Oakland	5%
Oakley	2%
Orinda	2%
Pittsburg	2%
Pleasant Hill	2%
Pleasanton	2%
Pinole	1%
Richmond	5%
Sacramento	0%
San Francisco	8%
San Jose	1%
San Pablo	1%
San Ramon	7%
Walnut Creek	11%
Other (specify _____)	15%
Refused/Don't know	3%

(RESUME ASKING EVERYONE)

For each of the following, please answer Yes or No.

**SCALE:**

1. Yes	2. No	3. Don't know/Refused
--------	-------	-----------------------

Do you or does anyone in your household...

48. Ride a bicycle to school or work?	11%	88%	1%
49. Ride a bus to school or work?	13%	86%	1%
50. Ride Bart to school or work?	21%	78%	1%
51. Carpool to school or work?	19%	80%	1%
52. Drive alone to school or work?	63%	36%	1%

53. How many motor vehicles are currently registered at your address with the California DMV? Please include all cars, trucks, motorcycles, RVs, and other vehicles that are required to register with the DMV. **(RECORD ACTUAL NUMBER; 99=Refused/Don't know)**

<b>Mean</b>	<b>2.47</b>
0	2%
1	21%
2-3	57%
4-5	15%
More than 5	3%
Refused	2%

54. Do you rent or own your home or apartment?

Rent/other	15%
Own/buying	82%
(Don't know/Refused)	3%

55. What is the last grade you completed in school?

Some grade school	1%
Some high school	3%
Graduated High School	15%
Technical/Vocational	1%
Some College	25%
Graduated College	37%
Graduate/Professional	17%
(Don't Know/Refused)	2%

56. Would you consider yourself to be Black/African-American, White/Caucasian, Hispanic/Latino, Chinese, other Asian, Pacific Islander or Filipino, bi-racial, multi-racial or something else?

Black/African-American	7%
White/Caucasian	69%
Hispanic/Latino	6%
Chinese	2%
Other Asian	3%
Pacific Islander / Filipino	1%
Bi-Racial	2%
Multi-Racial	2%
Other	8%

57. In what year were you born? (Do not read categories, code as appropriate)

1935 or earlier (75+)	10%
1936-1940 (70-74)	8%
1941-1945 (65-69)	7%
1946-1950 (60-64)	11%
1951-1955 (55-59)	9%
1956-1960 (50-54)	12%
1961-1965 (45-49)	10%
1966-1970 (40-44)	8%
1971-1975 (35-39)	6%
1976-1980 (30-34)	3%
1981-1985 (25-29)	4%
1986-1992 (18-24)	6%
(Refused)	6%

### THANK YOU!

#### Party

Democrat	50%
Republican	29%
DTS/Other	22%

#### Region

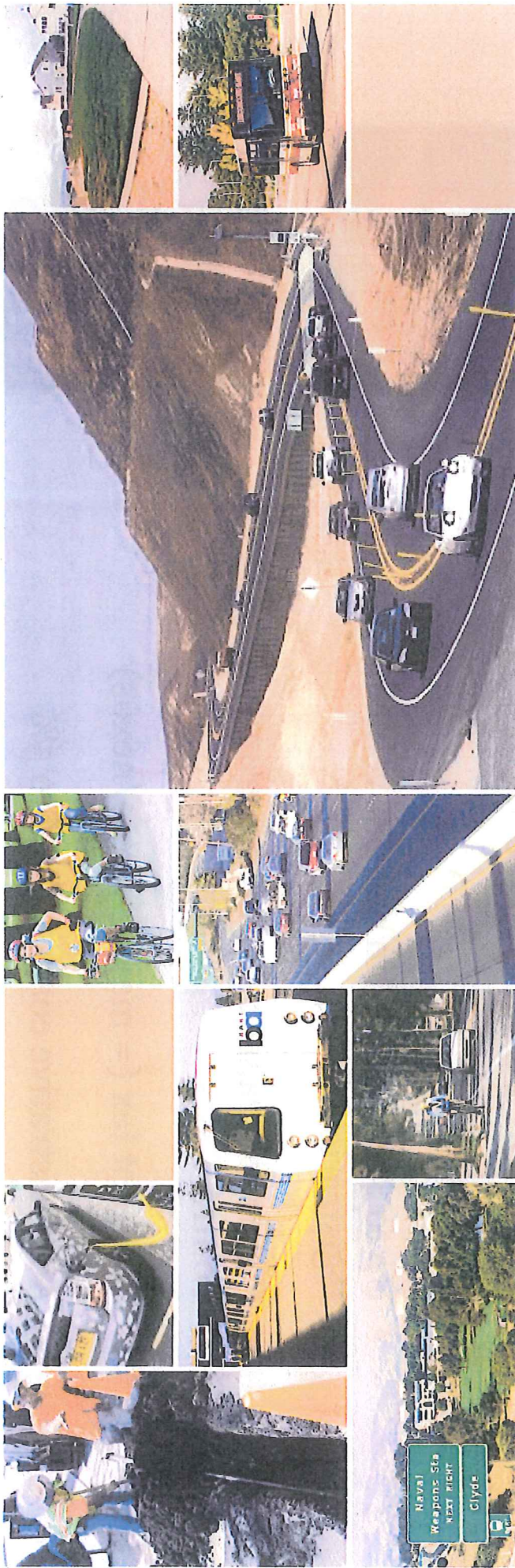
East	20%
South	15%
Central	36%
West	21%
LaMorinda	7%

#### Supervisorial District

District 1	16%
District 2	22%
District 3	26%
District 4	21%
District 5	15%

#### Permanent Absentee Voter

Yes	51%
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# VEHICLE REGISTRATION FEE

## EXPENDITURE PLAN

CONTRA COSTA TRANSPORTATION AUTHORITY

## BACKGROUND

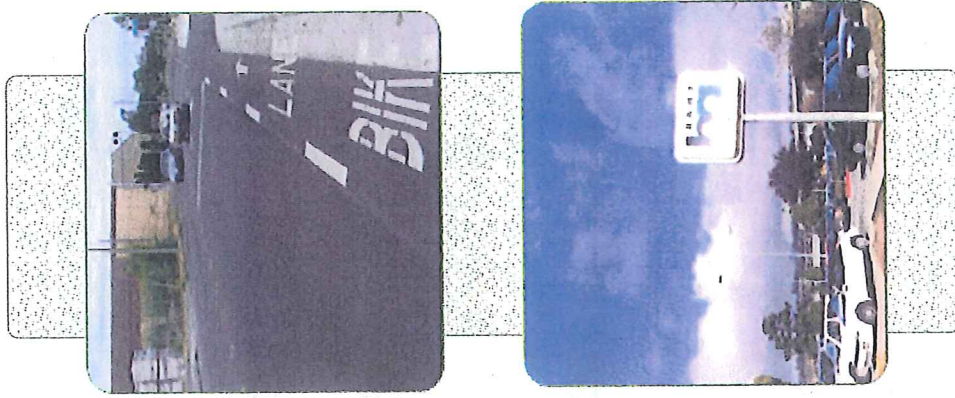
- Proposed Countywide Vehicle Registration Fee for November 2, 2010 Ballot (SB 83):
  - Up to \$10 increase in current vehicle registration fee
  - Funds for transportation programs/projects in Contra Costa
  - Fee—not tax (= majority vote/nexus)
  - Administrative costs limited to 5%
  - \$8.5 M/year in Contra Costa





## ELIGIBLE PROGRAMS UNDER SB 83

- Local Streets and Roads :
  - Maintenance and Rehab
  - Operations Improvements/Technology
  - Striping/bike-pedestrian access
- Transit service expansion/technology<sup>b1</sup>
- Highway Operation Improvement/Technology
- Travel Information
- Pollution mitigation
  - \*Nexus requirement applies to all



## HOW COULD THE VEHICLE REGISTRATION FEE BE USED?

Vehicle Registration Fee could fund programs that:

- Repair and maintain local streets and roads to make them safer for vehicles, cyclists, and pedestrians
- Make public transportation easier to use and more efficient
- Make it easier to get to work or school, whether driving or using public transportation, bicycling or walking
- Result in the reduction of pollution from cars and trucks
- Result in the reduction of congestion on local streets and roads



## POTENTIAL BENEFITS OF THE VEHICLE REGISTRATION FEE

- Fee money stays in Contra Costa
- Fee money goes back to the people paying the fee (% tbd)
- Funding is predictable and reliable
- Funding pays for projects and programs that make roads safer for vehicles, bicyclists, pedestrians and people with disabilities



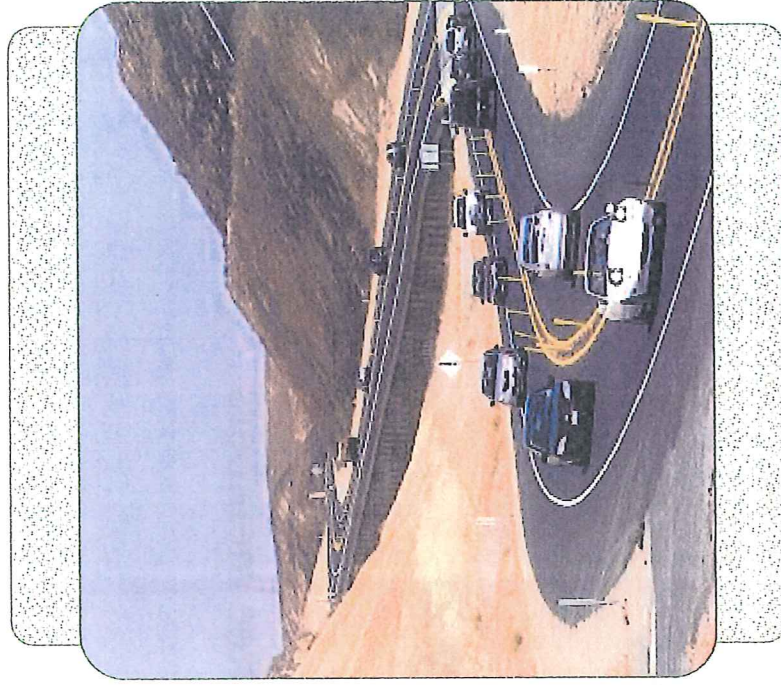
## POTENTIAL REVENUE PROJECTIONS

- 850,000 registered vehicles in county
- Additional fee could generate up to \$8.5 million per year in Contra Costa County



## NEED FOR ADDITIONAL FUNDING SOURCES

- All programs face significant shortfalls
- Funding resources are decreasing across the Country and State
- The Vehicle Registration Fee would help to off set this shortfall



## EXPENDITURE PLAN ADVISORY COMMITTEE ROLE

- Development Expenditure Plan options
- Review Draft Expenditure Plan
- Two scheduled meetings: April 21, May 21
- Members include:
  - Regional Transportation Planning Committee members
  - Bicycle and pedestrian organizations
  - Transit advocates
  - Business representatives
  - Open space organizations



## PROGRAM OPTIONS FOR EXPENDITURE PLAN

- Local Road Improvement and Repair
- Local Transportation Technology
- Transit for Congestion Relief
- Pedestrian and Bicycle Access and Safety



## LOCAL ROAD IMPROVEMENT AND REPAIR

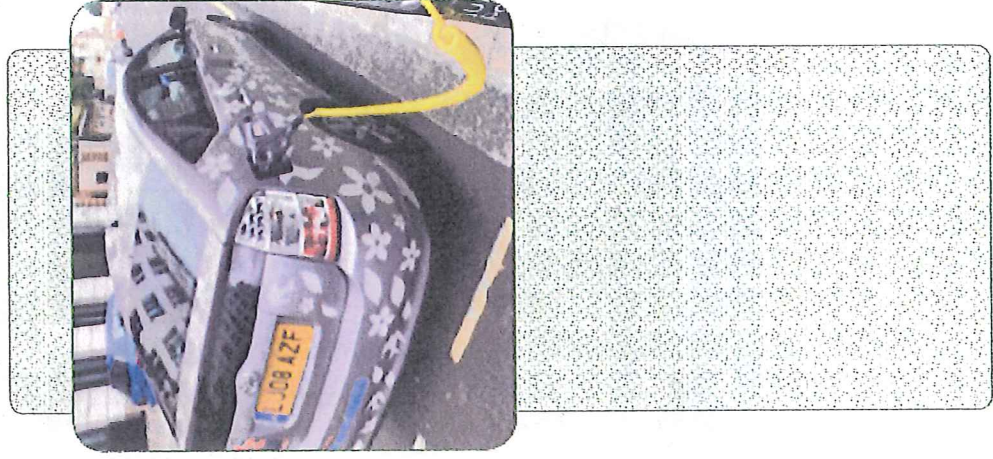
- Street repaving and rehabilitation (to benefit all users)
- Signal maintenance
- Pedestrian and bicycle signals
- Signing and striping, crosswalks and bicycle lanes
- Curbs and gutters
- Traffic signal upgrades





## LOCAL TRANSPORTATION TECHNOLOGY

- Traffic signal interconnection
- Transit and emergency vehicle priority
- Advanced traveler information systems
- Ramp meters
- Carpool and express lanes
- Smart Corridor operations



## TRANSIT FOR CONGESTION RELIEF

- Transit service expansion and preservation
- Express buses in congested corridors
- Transit priority/ speed protection
- Park-and-ride lots
- Rail/BART station access improvements
- Supplement Measure J transit programs



## PEDESTRIAN AND BICYCLE ACCESS AND SAFETY

- Safe Routes to School programs
- Bicycle and pedestrian signalization
- Access to transit hubs
- Supplement Measure J bicycle and pedestrian programs



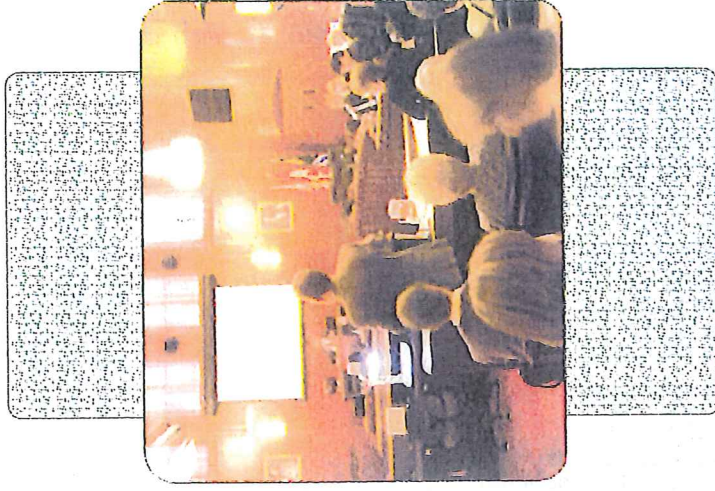
## DRAFT EXPENDITURE PLAN OPTIONS

- Local Road Improvement and Repair
- Local Transportation Technology
- Transit for Congestion Relief
- Pedestrian and Bicycle Access and Safety



## NEXT STEPS

- **Public workshop:** May 24
- **APC meetings:** May 6, June 3, July 1
- **Authority Board meetings:** May 19, June 16, July 21
- **June 16, 2010:** approve Draft Expenditure Plan, ballot language and nexus study
- **July 21, 2010:** approve final Expenditure Plan, ballot language and nexus study
- **August 6:** Submit ballot measure



(pdf version)  
CHAPTER 554

FILED WITH SECRETARY OF STATE OCTOBER 11, 2009  
APPROVED BY GOVERNOR OCTOBER 11, 2009  
PASSED THE SENATE SEPTEMBER 10, 2009  
PASSED THE ASSEMBLY SEPTEMBER 9, 2009  
AMENDED IN ASSEMBLY SEPTEMBER 4, 2009

INTRODUCED BY Senator Hancock

JANUARY 20, 2009

An act to add Section 65089.20 to the Government Code, and to add Section 9250.4 to the Vehicle Code, relating to traffic congestion.

#### LEGISLATIVE COUNSEL'S DIGEST

SB 83, Hancock. Traffic congestion: motor vehicle registration fees.

Existing law provides for the imposition by certain districts and local agencies of fees on the registration of motor vehicles in certain areas of the state that are in addition to the basic vehicle registration fee collected by the Department of Motor Vehicles for specific limited purposes.

The bill would authorize a countywide transportation planning agency, by a majority vote of the agency's board, to impose an annual fee of up to \$10 on motor vehicles registered within the county for programs and projects for certain purposes. The bill would require voter approval of the measure. The bill would require the department, if requested, to collect the additional fee and distribute the net revenues to the agency, after deduction of specified costs, and would limit the agency's administrative costs to not more than 5% of the distributed fees. The bill would require that the fees collected may be used only to pay for programs and projects bearing a relationship or benefit to the owners of motor vehicles paying the fee and are consistent with a regional transportation plan, and would require the agency's board to make a specified finding of fact in that regard. The bill would require the governing board of the countywide transportation planning agency to adopt a specified expenditure plan.

THE PEOPLE OF THE STATE OF CALIFORNIA DO ENACT AS FOLLOWS:

SECTION 1. (a) The Legislature finds and declares all of the following:  
(1) Motor vehicle congestion negatively impacts businesses and commuters, inhibits the efficient movement of goods, and elevates

pollutants that impact the quality of the state's air.

(2) There are transportation improvements that will reduce congestion, including those that improve signal coordination, traveler information systems, intelligent transportation systems, highway operational improvements, and public transit service expansions.

(3) There are measures available to lessen the impact of motor vehicle-related pollution, including congestion management programs, stormwater runoff best management practices, and transportation control measures aimed at reducing air pollution.

(b) It is the intent of the Legislature to establish a program that allows countywide transportation planning agencies or their counterparts to address congestion through transportation services and improvements and to mitigate the impacts of motor vehicles on air and water quality, and improve the business climate and natural environment.

SEC. 2. Section 65089.20 is added to the Government Code, to read:

65089.20. (a) A countywide transportation planning agency may place a majority vote ballot measure before the voters of the county to authorize an increase in the fees of motor vehicle registration in the county for transportation-related projects and programs described in this chapter. The agency may impose an additional fee of up to ten dollars (\$10) on each motor vehicle registered within the county. The ballot measure resolution shall be adopted by a majority vote of the governing board of the countywide transportation planning agency at a noticed public hearing. The resolution shall also contain a finding of fact that the projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee, and the projects and programs are consistent with the regional transportation plan adopted pursuant to Section 65080. The finding of fact shall require a majority vote of the governing board at a noticed public hearing.

(b) The ballot measure described in subdivision (a) shall be submitted to the voters of the county and if approved by the voters in the county, the increased fee shall apply to the original vehicle registration occurring on or after six months following the adoption of the measure by the voters and to a renewal of registration with an expiration date on or after that six-month period.

(c) (1) The governing board of the countywide transportation planning agency shall adopt an expenditure plan allocating the revenue to transportation-related programs and projects that have a relationship or benefit to the persons who pay the fee. The transportation-related programs and projects include, but are not limited to, programs and projects that have the following purposes:

(A) Providing matching funds for funding made available for transportation programs and projects from state general obligation bonds.

(B) Creating or sustaining congestion mitigation programs and projects.

(C) Creating or sustaining pollution mitigation programs and projects.

(2) For the purposes of paragraph (1), the following terms have the following meanings:

(A) "Congestion mitigation programs and projects" include, but are not limited to, programs and projects identified in an adopted congestion management program or county transportation plan; projects and programs to manage congestion, including, for example, high-occupancy vehicle or high-occupancy toll lanes; improved transit services through the use of technology and bicycle and pedestrian improvements; improved signal coordination, traveler information systems, highway operational improvements, and local street and road rehabilitation; and transit service expansion.

(B) "Pollution mitigation programs and projects" include, but are not limited to, programs and projects carried out by a congestion management agency, a regional water quality control board, an air

pollution control district, an air quality management district, or another public agency that is carrying out the adopted plan of a congestion management agency, a regional water quality control board, an air pollution control district, or an air quality management district.

(d) Not more than 5 percent of the fees distributed to a countywide transportation planning agency shall be used for administrative costs associated with the programs and projects.

(e) For purposes of this section, "countywide transportation planning agency" means the congestion management agency created pursuant to Chapter 2.6 (commencing with Section 65088) or the agency designated pursuant to Section 66531 to submit the county transportation plan.

SEC. 3. Section 9250.4 is added to the Vehicle Code, to read:

9250.4. (a) The department shall, if requested by a countywide transportation planning agency, collect the fee imposed pursuant to Section 65089.20 of the Government Code upon the registration or renewal of registration of a motor vehicle registered in the county, except those vehicles that are expressly exempted under this code from the payment of registration fees.

(b) The countywide transportation planning agency shall pay for the initial setup and programming costs identified by the department through a direct contract with the department. Any direct contract payment by the board shall be repaid, with no restriction on the funds, to the countywide transportation planning agency as part of the initial revenues available for distribution.

(c) (1) After deducting all costs incurred pursuant to this section, the department shall distribute the net revenues pursuant to subdivision (a) of Section 65089.20 of the Government Code.

(2) The costs deducted under paragraph (1) shall not be counted against the 5-percent administrative cost limit specified in subdivision (d) of Section 65089.20 of the Government Code.