The San Joaquin Valley’s Transportation Self-Help Counties

Improving Our Air Quality

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What is a Self-Help County?

- A County that has chosen, by a 2/3 public vote, to tax themselves to implement their community’s transportation agenda.
Why did they propose a tax?

- Their transportation needs far exceeded projected revenue.
- Also:
  - Federal dollars come with a federal agenda (i.e. conditions for use)
  - State dollars often have a similar state agenda (i.e. conditions for use)
- Self Help County dollars are used to implement the local community agenda
- They also leverage other federal or state dollars that require match
California’s 19 Self-Help Counties

The gross annual revenue for these 19 counties equals almost $3 billion a year.

They represent 83% of the State’s Population

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<tr>
<th>County</th>
<th>Tax Expiration</th>
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<tr>
<td>Alameda</td>
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<td>Contra Costa</td>
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<td>Fresno</td>
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<td>Imperial</td>
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<td>Los Angeles</td>
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<td>Madera</td>
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<td>Sonoma</td>
<td>2025</td>
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<td>Tulare</td>
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The Valley’s 4 Self-Help Counties

*Total Annual Revenue Projected = $154.85 Million

They represent 55.75% of the Valley’s population

Average Annual Revenue Projected over each Measure’s Life
[1/2 cent sales tax]

*San Joaquin (current) $36.75 Million
Madera $10.65 Million
Fresno $85.72 Million
Tulare $21.73 Million

*San Joaquin (future) $84.07 Million
What if the other 4 counties were to pass a transportation measure?

• An estimated $101.59 million would be collected in annual revenue from the remaining counties of Stanislaus, Merced, Kern and Kings.

• Valleywide, this would be a $256.44 million annual revenue if all 8 counties became Self Help
How these 4 transportation measures are helping air quality

• Each county developed its own community agenda, but they have in common the obvious need to offer transportation choices other than the automobile:
  • Transit
  • Bicycle lanes, facilities, trails
  • Pedestrian trails
  • Van Pools
• Some measure elements clearly aimed at choices with air quality benefits.
• Other elements may have flexibility, with projects to be decided upon at the local level
• All regional transportation projects are subject to analysis showing they would improve air quality when implemented.
San Joaquin County's Measure K 1990-2010
$735 Million

- Local Street Repair & Roadway Safety
- Congestion Relief
- Passenger Rail, Bus & Bicycles
- Railroad Crossing Safety

- Railroad Crossing Safety, $55,125,000 (8%)
- Passenger Rail, Bus & Bicycles, $183,750,000 (25%)
- Local Street Repair & Roadway Safety, $257,250,000 (34%)
- Congestion Relief, $238,875,000 (33%)

Air Quality Improving Elements: 25% ($183.75 million)
Madera County’s Measure T

Madera County's Measure T 2007 - 2027
$213 Million

- Commute Corridors/Farm to Market: 51%, $108,630,000
- Safe Route to Schools & Jobs: 44%, $93,720,000
- Environmental Enhancement: 2%, $4,260,000
- Administration & Planning: 1%, $2,130,000

Air Quality Improving Elements: 4% ($8.52 million)
Tulare County’s Measure R

Tulare County's Measure R 2007-2037
$652 Million

- Regional Projects
- Local Programs
- Transit/Bicycle/Environmental
- Administration/Planning

- Regional Projects, $326,000,000 (50%)
- Local Programs, $228,200,000 (35%)
- Transit/Bicycle/Environmental, $91,280,000 (14%)
- Administration/Planning, $6,520,000 (1%)

Air Quality Improving Elements: 14% ($91.28 million)
Fresno County’s Measure C

Fresno County’s Measure C 2007-2027
$1.7 Billion

- Local Transportation: $524,606,400 (30%)
- Regional Public Transit: $411,456,000 (24%)
- Regional Transportation: $521,177,600 (30%)
- Rail Consolidation: $102,864,000 (6%)
- Bicycle/Pedestrian/Trails: $68,576,000 (4%)
- Environmental Enhancement: $60,004,000 (4%)
- Administration & Planning: $25,716,000 (2%)

Air Quality Improving Elements: 32% ($540.04 million)
Total $ expended with improved Air Quality expected

• Collectively, the 4 Self Help counties of San Joaquin, Madera, Fresno and Tulare are expending **$823.59 million** on projects to improve air quality.
• Represents **25%** of the $3.3 billion anticipated over the 4 measure terms.
• Does not include flexible programs where local cities and the county may choose additional projects with specific air quality benefits.
• As projects implemented specific air quality emissions calculations should occur to document the benefit.
Passing a Measure is Hard Work

- May require special legislation (generic available)
- Assessing your needs versus your revenues
- Polling
- Developing consensus on a community agenda
- Polling the proposed plan
- Getting the Measure on the voter ballot
- Voter education
- Campaign leadership
- Campaign funding
- Campaign strategy
- More polling
- 2/3 vote required to pass
- Implementing the measure

“ALL POLITICS IS LOCAL”

Thomas "Tip" O'Neill, former Speaker of the House in the U.S. Congress
2007 AQ Symposium presentation available at

www.fresnocog.org