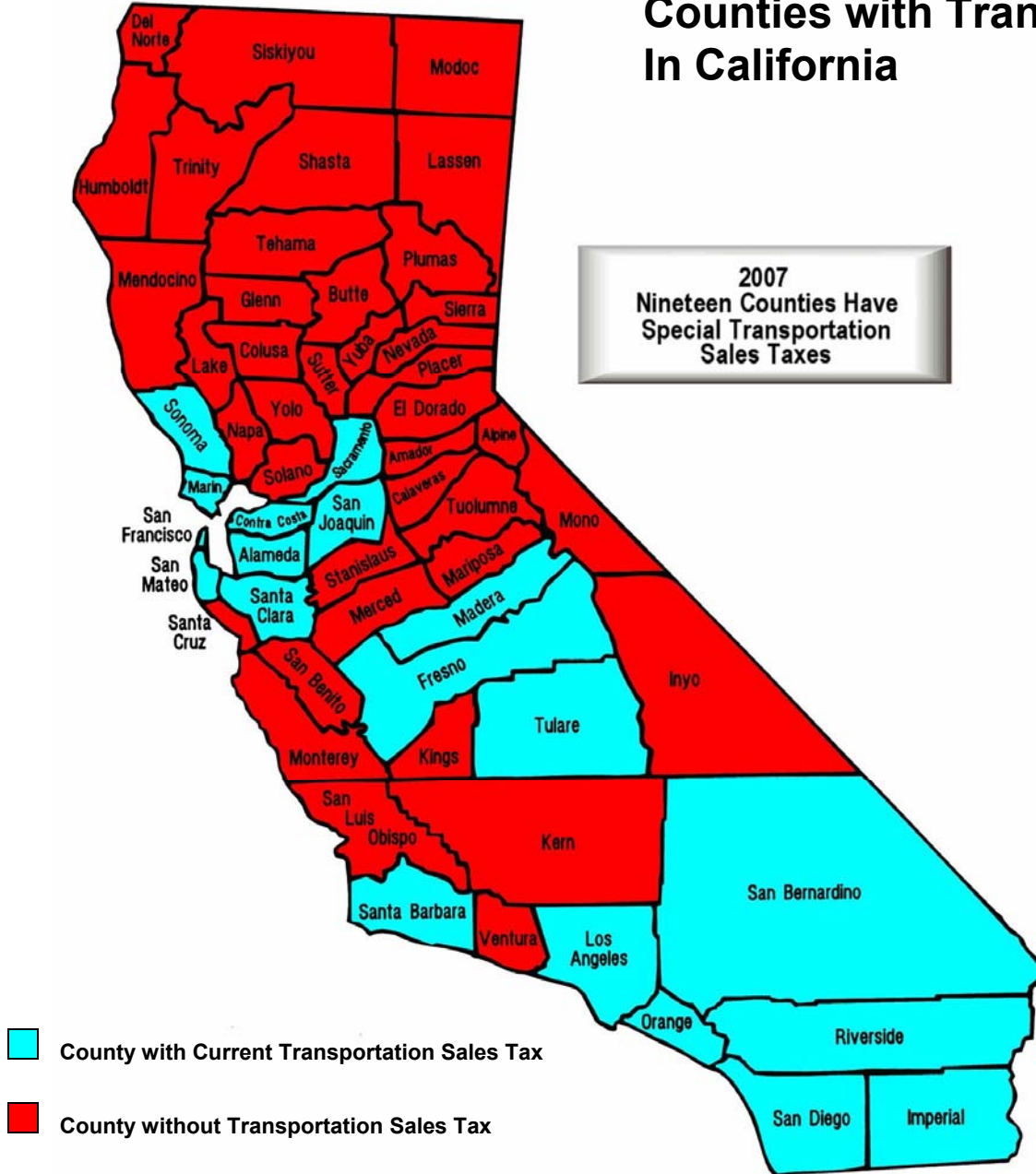


Counties with Transportation Sales Taxes In California



County	% Vote	Sunset
Alameda	82%	2022
Contra Costa	71%	2034
Fresno	77%	2027
Imperial	65%	2009
Los Angeles	54%/52%	Permanent
Madera	73%	2027
Marin	71%	2025
Orange	69%	2041
Riverside	79%	2039
Sacramento	75%	2039
San Bernardino	80%	2040
San Diego	67%	2048
San Francisco	75%	2033
San Joaquin	78%	2041
San Mateo	76%	2034
Santa Barbara	55%	2009
Santa Clara	70%	2036
Sonoma	67%	2025
Tulare	67%	2037



Summary of Other Comparable County Transportation Investment Plans

Santa Barbara (Measure D)

	<u>\$ (millions)</u>	<u>%</u>
Local Program	\$350	70.0%
Regional Program	\$148	29.5%
Specialized Transit	\$3	0.5%
	\$500	100.0%

San Bernardino County

	<u>\$ (millions)</u>	<u>%</u>
Local Streets and Roads	\$2,996	50%
Regional Congestion Relief and Highway Improvements	\$1,978	33%
Bus, Rail and Specialized Transit	\$876	15%
Other	\$90	2%
	\$5,940	100%

Program Characteristics

- * Program segregated into 3 subregions.
- * Subregional needs vary from all regional, to primarily local, to a balanced

Sonoma County

	<u>\$ (millions)</u>	<u>%</u>
Local Streets and Roads	\$94	20%
Regional Congestion Relief and Highway Improvements	\$282	60%
Bus, Rail and Specialized Transit	\$70	15%
Bike, Pedestrian, Trip Reduction	\$19	4%
Other	\$5	1%
	\$470	100%

Program Characteristics

- * US 101 provides primary route through county
- * County similar in size as SB County
- * 1/4 cent measure includes rail seed money
- * Separate 1/4 ballot measure for rail operating funds placed on ballot but did not pass

San Joaquin County

	<u>\$ (millions)</u>	<u>%</u>
Local Streets and Roads	\$893	35%
Regional Congestion Relief and Highway Improvements	\$893	35%
Bus, Rail and Specialized Transit	\$559	22%
Bike, Pedestrian, Trip Reduction	\$207	8%
	\$2,552	100%

Program Characteristics

- * Balance among Regional and Local projects
- * Commuter Rail Expansion and Operations
- * Some TDM, bike and Pedestrian Programs

Contra Costa County

	<u>\$ (millions)</u>	<u>%</u>
Local Streets and Roads	\$482	24%
Regional Congestion Relief and Highway Improvements	\$677	34%
Bus, Rail and Specialized Transit	\$586	29%
Bike, Pedestrian, Trip Reduction	\$204	10%
Other	\$51	3%
	\$2,000	100%

Program Characteristics

- * Program segregated into 4 subregions.
- * Subregional programs all fairly balanced
- * Key differences vary on large projects that benefit particular subregions



Summary of Other Comparable County Transportation Investment Plans

Investment Plan Category	San Bernardino				Sonoma	San Joaquin	Contra Costa				
	SB Valley %	Mtn/Desert %	Cajon Pass %	Total %			Central %	West %	Southwest %	East %	Total %
Local Streets and Roads	40%	95%		50%	20%	35%	32%	22%	26%	18%	24%
Regional Congestion Relief and Highway Improvements	40%		100%	33%	60%	35%	36%	16%	49%	40%	34%
Bus, Rail and Specialized Transit	18%	5%		15%	15%	22%	22%	43%	16%	34%	29%
Bike, Pedestrian, Trip Reduction					4%	8%	8%	19%	8%	7%	10%
Other	2%			2%	1%		3%	1%	1%	1%	3%
Totals	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%

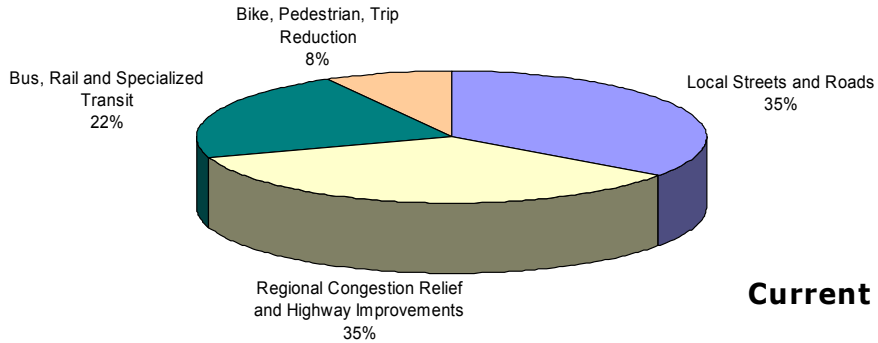
County

Comments

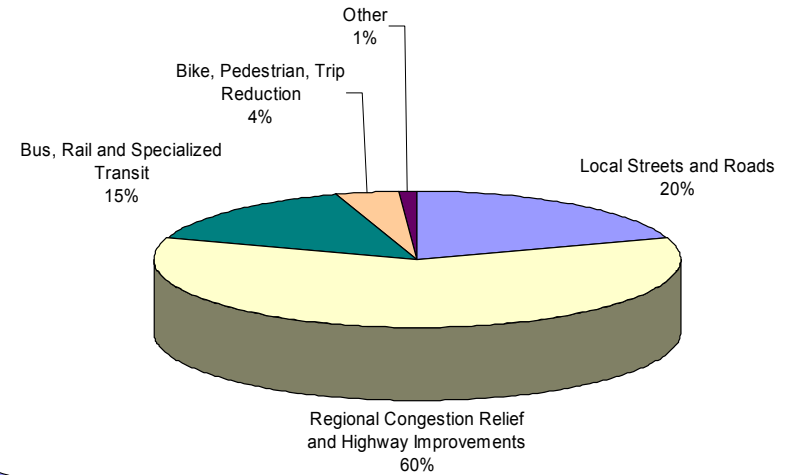
Santa Barbara (Measure D)	Estimated in current dollars. 20 year term.
San Bernardino	Renewal passed in 2004. Revenue est. based on 1/2 cent for 30 years at time of vote.
Sonoma	New measure passed in 2004. Revenue est. based on 1/4 cent for 20 years at time of vote.
San Joaquin	Renewal passed in 2006. Revenue est. based on 1/2 cent for 30 years at time of vote.
Contra Costa	Renewal passed in 2004. Revenue est. based on 1/2 cent for 25 years at time of vote.

Summary of Other Comparable County Transportation Investment Plans

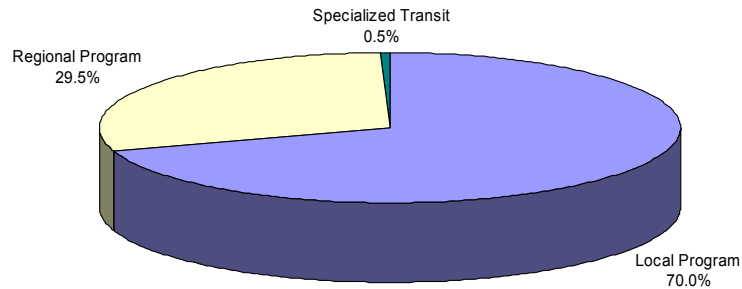
Contra Costa County



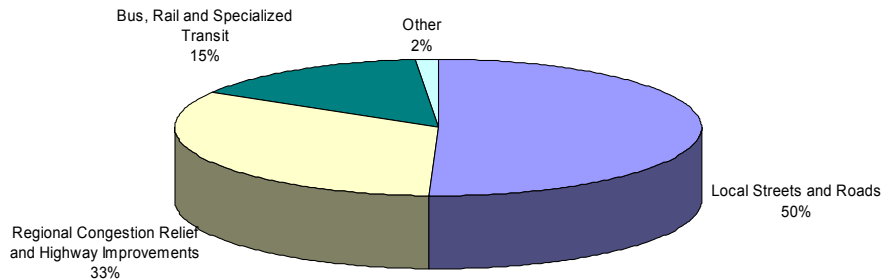
Sonoma County



Current Measure D



San Bernardino County



San Joaquin County

