




# COUNTY OF HUMBOLDT

AGENDA ITEM NO.  
**M-3**

For the meeting of: June 7, 2016

Date: May 17, 2016  
To: Board of Supervisors  
From:  Thomas K. Mattson, Public Works Director  
Subject: ROAD FUNDING

RECOMMENDATION(S): That the Board of Supervisors

- 1) Receives an update on current state legislative proposals regarding funding for roads;
- 2) Receives an update on current polling by the Humboldt County Association of Governments (HCOAG) regarding a local sales tax for roads;
- 3) Receives an update from California Transportation Commission (CTC) Staff on alternative funding for roads; and
- 4) Takes action as necessary.

SOURCE OF FUNDING: Road Fund

DISCUSSION: The State of California has several legislative proposals currently in review that would enhance funding to fix our roads. Staff will present information on the alternative proposals and discuss the affect each one would have on enhancing the Humboldt County Road Fund (Attachment 1).

The HCAOG recently polled residents regarding a sales tax dedicated to road improvements. Marcella Clem, Executive Director of HCAOG will present the results of the polling (Attachment 2).

The CTC staff is studying an alternative fund mechanism to provide road funding. Mitch Weiss, Deputy

Prepared by Thomas K. Mattson

CAO Approval 

REVIEW: Auditor \_\_\_\_\_ County Counsel \_\_\_\_\_ Human Resources \_\_\_\_\_ Other \_\_\_\_\_

TYPE OF ITEM:  
 Consent  
 Departmental  
 Public Hearing  
 Other \_\_\_\_\_

**BOARD OF SUPERVISORS, COUNTY OF HUMBOLDT**  
Upon motion of Supervisor \_\_\_\_\_ Seconded by Supervisor \_\_\_\_\_

Ayes  
Nays  
Abstain  
Absent

**Per Order of the Chair**

PREVIOUS ACTION/REFERRAL:

Board Order No. \_\_\_\_\_

Meeting of: \_\_\_\_\_

and carried by those members present, the Board hereby approves the recommended action contained in this Board report.

Dated: June 7, 2016  
By:   
Kathy Hayes, Clerk of the Board

Director of the California Transportation Commission, will provide an overview of the Statewide Road Charge Pilot Program. The Road Charge Pilot Program is seeking volunteers to help test road charging as a potential long-term alternative to replacing the state gasoline tax (Attachment 3).

FINANCIAL IMPACT: There is no cost to hearing the update. If legislation moves forward, it could significantly enhance the Humboldt County Road Fund.

The requested action conforms to the Board of Supervisors' initiative of safeguarding the public trust by managing out resources to ensure sustainability of services.

OTHER AGENCY INVOLVEMENT: CTC, HCAOG.

ALTERNATIVES TO STAFF RECOMMENDATIONS: None recommended.

ATTACHMENTS:

Attachment 1 – Summary of legislative proposals

Attachment 2 – Results of local sales tax poll

Attachment 3 – Informational flyer about road user charge pilot

## **Attachment 1**

### **Summary of Legislative Proposals**

## Mattson, Tom

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**From:** Kiana Valentine <kvalentine@counties.org>  
**Sent:** Thursday, April 28, 2016 11:45 AM  
**To:** Kiana Valentine  
**Cc:** Chris Lee  
**Subject:** Transportation Funding Update & Analysis of Amendments to SB X1 1 (Beall):  
Transportation Funding & Reforms  
**Attachments:** Save the Date CSAC.pdf

To: CSAC Board of Directors  
CSAC Housing, Land Use, & Transportation Policy Committee  
CEAC Transportation Committee  
Public Works Directors  
Legislative Coordinators  
Public Information Officers

From: Kiana Valentine, CSAC Legislative Representative  
Chris Lee, CSAC Legislative Analyst

**Re: Transportation Funding Update & Analysis of Amendments to SB X1 1 (Beall): Transportation Funding & Reforms**

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Transportation funding remains a top priority for CSAC in 2016, which is why we are pleased to report that as a result of our sustained activity we are seeing some movement behind the scenes in the Legislature and Administration towards a bipartisan transportation funding and reform deal. And in a not so behind the scenes manner, Senator Jim Beall introduced amendments to his substantial transportation funding proposal late last week which will help gain further momentum in the weeks ahead. He added a number of democratic co-authors to his SB X1 1. While we had hoped there would be bipartisan support due to the inclusion of a number of reform elements that still remains elusive. However, Senator Beall continues negotiations with colleagues across the aisle and in the Assembly.

CSAC and our Fix Our Roads Coalition partners have renewed our efforts to identify other reforms that both parties could agree to, as well as emphasizing to all members the importance of addressing the issue now. We cannot wait another year, so we are advocating that the parties come together by the adoption of the FY 2016-17 State Budget in mid-June. To that end, the County Engineers Association of California (CEAC) has set up a lobby day to help bolster county advocacy during the CSAC Legislative Conference. Combined, these events will urge action on transportation funding and raise awareness of other county infrastructure issues. CSAC and our coalition partners will also hold a transportation funding rally and press conference during the Legislative Conference from 9:45-10:30 AM on the south steps (N Street side) of the State Capitol. We encourage you to attend each of these events if at all possible.

The following is an analysis of SB X1 1 as amended. We are going to work directly with County Public Works and Legislative Staff on some concerns CSAC staff has identified with the measure, particularly in ensuring the performance measures and annual reporting are not overly cumbersome. However, we hope to renew our support for SB X1 1 very soon and will follow-up with a sample letter your county can use to also register your support for the measure as it meets all of our coalition principles for a funding and reform package.

**SB X1 1, before the 4/21/16 amendments, did the following:**

- *New Revenues:*
  - Eliminate the annual price-based gas tax rate adjustment and restore it from 12.8 cents to 17.3 cents
  - Increase the gas excise tax by \$0.12/gallon

- Increase the diesel excise tax rate by \$.022/gallon
- Index the gas and diesel tax rates to inflation every 3-years
- Increase the vehicle registration fee (VRF) by \$35/year
- Add a \$100 VRF to zero emission vehicles
- Create a new "Road Access Charge" of \$35/year
- Repay all existing transportation general fund loans to programs they were loaned from
- Create the Road Maintenance and Rehabilitation Account (RMRA) and direct all but \$0.12 cents of the diesel tax increase to the RMRA to be allocated as follows:
  - 5% State Local Partnership Program (for counties that adopt a new self-help measure)
  - 47.5% to the State Highway Operations and Protection Program
  - 47.5% to Cities and Counties for Local Streets and Roads
- Direct the CTC to develop performance criteria for new revenues for state and local agencies and require annual reporting on local expenditures of the new revenues consistent with Prop 1B.

**In addition to above provisions, SB X1 1 4/21/16 amendments do the following:**

- *Revenues:*
  - Require the gas and diesel tax rates (the base gas tax and Prop 42 replacement increment), to be adjusted for increases in fuel efficiency every 3-years in addition to inflation (p. 43, 48, 59)
  - Index vehicle registration fee and Road Access Charge to inflation (p. 59, 69)
  - Return Prop. 42 replacement gas tax revenues from off-highway vehicles, boats, and agricultural vehicles, which are currently being diverted to the general fund, back to transportation [Note: this does not affect funding programs for these vehicles (e.g. OHMVR grants) receive under the base gas tax] (p. 44-46)
  - Repay all loans, but direct the repayment to the RMRA for distribution to state highways, city streets, county roads, and the state-local partnership program (currently there are approx. \$800 million in outstanding loans). (p. 22)
- *Weight Fees:*
  - Return a portion of truck weight fees to current transportation projects (p. 70)
  - Use cap and trade auction proceeds and diesel sales tax revenues to offset some current transportation bond debt service (p. 22-27)
  - Require the Department of Finance to work with the California Transportation Commission and Caltrans to develop by January 2021 a plan to return all weight fees to current transportation projects (plan must be at least partially implemented by FY 2021-22) (p. 70-71)
  - Redirect miscellaneous Caltrans revenues (lease revenues, etc.) currently used for bond debt service back to the state highway account (p. 58-59)
- *Environmental Streamlining:*
  - Expand the AB 890 CEQA exemptions for maintenance and repair projects in the existing right-of-way to state highways and all cities and counties regardless of population until 2025 (p. 30)
  - Create a new Advanced Transportation Project Mitigation Program for the state, regions, and cities and counties (p. 33-39)
  - Make NEPA Delegation permanent (p. 61)
- *Other Reforms:*
  - Create the Office of Transportation Inspector General (p. 14-16)
  - Provide that the California Transportation Commission (CTC) is an independent commission not under the California State Transportation Agency (p. 16)
- *Active Transportation:*

- Remove the problematic “Active Transportation” language that would have, among other things, required the state and locals to include bicycle and pedestrian safety, access and mobility improvements as part of any capital project funded with SHOPP or STIP funds. (p. 19-21)
- Creates division of active transportation within Caltrans that will be, among other things, responsible for implementation of the Active Transportation Program (p. 14)
- Note that active transportation improvements in conjunction with road safety, maintenance and rehabilitation projects remain an eligible use of SBx1 1 funding (p. 62)
- Require Caltrans to update the Highway Design Manual (HDM) to incorporate “complete streets” design concepts by 2017 (p. 14)

**Kiana Valentine**

Legislative Representative

Housing, Land Use, and Transportation

California State Association of Counties®

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Bill	Author	Subject/Description	CSAC Policy/Position	Staff Comments	Equitable Revenue Sharing?
AB 1591	Frazier	The bill would generate \$7.1 billion annually in funding for state and local transportation programs. The measure includes new revenues from increases in gas and diesel taxes, new registration fees, and existing revenues, including repayment of all existing transportation loans and the return of truck weight fees to the State Highway Account (SHA).	Support; Seeking Amendments	CSAC intends to support the measure with amendments. The bill provides 50% of new maintenance revenues for LSR purposes and the other 50% to the State. One specific amendment does related to the weight fees. While CSAC doesn't have policy in favor of returning truck weight fees, various proposals have provided for the return in different ways. Any bill that returns weight fees to the SHA must also undo the gas tax backfill, thereby providing cities and counties an equitable share for Local Streets and Roads (LSR).	Yes and No
AB 1768	Gallagher	The bill would prohibit any future High-Speed Rail (HSR) bonds from being issued and sold for HSR-related purposes. Any unspent proceeds from already sold bonds would be used to repay any HSR-related bond debt. Finally, the remaining unissued bonds are redirected to the State Highway Operations and Protection Program (SHOPP).	Pending	Putting aside CSAC's policy on HSR, this bill would not provide any funding to counties and cities. Our main tenant in the transportation funding debate is that the state and locals must share maintenance revenue equally.	No
ABX1 1	Alejo	This bill would repay all existing transportation loans and return truck weight fees back to the SHA. The bill would further eliminate the gas tax backfill and allocate those revenues 44% to the State Transportation Improvement Program (STIP), 44% to LSR, and 12% to the SHOPP.	Watch	CSAC does not plan to take a position on this measure due to our policy on weight fees, although this bill would invest the redirected revenues in an equitable manner.	Yes
ABX1 13	Grove	This bill would reduce by 50% the continuous appropriation from cap and trade auction proceeds to the Affordable Housing and Sustainable Communities (AHSC) Program and reinvest those revenues in road maintenance. The bill would provide 50% of the revenues to the state and 50% of the revenues to counties and cities.	Watch	CSAC does not have policy in place to reduce the amount of funding to the AHSC program. Counties are eligible for these funds, although we continue to advocate for improvements to the program to better allow county projects to compete. However, it does invest the redirected revenues equally between the state and locals.	Yes

ABX1 14	Waldron	This bill would appropriate \$1 billion from the State General Fund for road maintenance. The bill would provide 50% of the revenues to the state and 50% of the revenues to counties and cities.	Watch	CSAC could potentially support one-time General Fund contributions to transportation as part of a larger package that also included substantial new revenues. We appreciate that the bill would invest equally in both the state and local systems.	Yes
ABX1 18	Linder	This bill would repay all existing transportation loans and return truck weight fees to the SHA.	Watch	CSAC does not plan to take a position on this measure due to our policy on weight fees. Any bill that returns weight fees to the SHA must also undo the gas tax backfill, thereby providing cities and counties an equitable share for LSR.	No
SBX1 1	Beall	This bill would generate \$4.5 billion annually in funding for state and local transportation programs. The measure includes new revenues from increases in gas and diesel taxes, new registration fees, and existing revenues, including repaying all existing transportation loans. It also includes a variety of reforms aimed at making transportation projects more efficient.	Support; Seeking Amendments	CSAC supports the measure and is seeking amendments. The bill provides 50% of new maintenance revenues for LSR purposes and the other 50% to the State.	Yes
Budget Trailer Bill	CalSTA/ DOF	This bill would generate \$3.6 billion in funding for state highways, local roads, and transit programs. The measure includes new revenues and reforms aimed at making transportation projects/funding more efficient.	Support in Concept; Seeking Amendments	This proposal gives a substantially larger share of maintenance moneys to the SHOPP. The bill achieves a 50/50 local/state split by counting funds made available for transit and a state local partnership program as local revenues even though statewide 40% of self-help county measure money and matching funds are invested in the state highway system.	No



**Estimates of New Annual County Road Maintenance Funding**

*Plans with Legislative Language as of March 2016*

<b>County</b>	<b>SBX1 1 (Beall) As of Sept. 1, 2015</b>	<b>AB 1591 (Frazier) As of Jan. 6, 2016</b>	<b>Governor's Plan As of Sept. 6 2015</b>
Alameda	\$ 31,144,700	\$ 35,255,085	\$ 16,409,049
Alpine	\$ 606,976	\$ 687,083	\$ 319,794
Amador	\$ 2,766,893	\$ 3,132,060	\$ 1,457,779
Butte	\$ 9,930,390	\$ 11,240,974	\$ 5,231,974
Calaveras	\$ 4,223,471	\$ 4,780,872	\$ 2,225,198
Colusa	\$ 3,322,160	\$ 3,760,609	\$ 1,750,330
Contra Costa	\$ 23,987,628	\$ 27,153,445	\$ 12,638,239
Del Norte	\$ 1,727,533	\$ 1,955,528	\$ 910,177
El Dorado	\$ 8,891,490	\$ 10,064,963	\$ 4,684,614
Fresno	\$ 30,136,370	\$ 34,113,679	\$ 15,877,795
Glenn	\$ 4,038,469	\$ 4,571,454	\$ 2,127,728
Humboldt	\$ 7,879,119	\$ 8,918,982	\$ 4,151,231
Imperial	\$ 13,599,326	\$ 15,394,124	\$ 7,165,007
Inyo	\$ 4,867,889	\$ 5,510,338	\$ 2,564,720
Kern	\$ 28,572,161	\$ 32,343,030	\$ 15,053,668
Kings	\$ 5,973,933	\$ 6,762,355	\$ 3,147,456
Lake	\$ 4,224,536	\$ 4,782,078	\$ 2,225,760
Lassen	\$ 4,122,335	\$ 4,666,389	\$ 2,171,914
Los Angeles	\$ 181,627,994	\$ 205,598,720	\$ 95,693,413
Madera	\$ 8,659,856	\$ 9,802,759	\$ 4,562,574
Marin	\$ 6,898,695	\$ 7,809,164	\$ 3,634,680
Mariposa	\$ 2,725,452	\$ 3,085,149	\$ 1,435,945
Mendocino	\$ 6,321,066	\$ 7,155,302	\$ 3,330,348
Merced	\$ 11,386,363	\$ 12,889,102	\$ 5,999,075
Modoc	\$ 3,993,241	\$ 4,520,257	\$ 2,103,898
Mono	\$ 2,948,306	\$ 3,337,415	\$ 1,553,359
Monterey	\$ 12,851,174	\$ 14,547,234	\$ 6,770,832
Napa	\$ 4,839,326	\$ 5,478,006	\$ 2,549,671
Nevada	\$ 4,945,097	\$ 5,597,736	\$ 2,605,398
Orange	\$ 62,005,139	\$ 70,188,394	\$ 32,668,331
Placer	\$ 12,809,538	\$ 14,500,103	\$ 6,748,896
Plumas	\$ 3,272,284	\$ 3,704,151	\$ 1,724,052
Riverside	\$ 49,301,308	\$ 55,807,949	\$ 25,975,128
Sacramento	\$ 36,976,427	\$ 41,856,466	\$ 19,481,581
San Benito	\$ 2,777,567	\$ 3,144,142	\$ 1,463,402
San Bernardino	\$ 47,975,460	\$ 54,307,119	\$ 25,276,586
San Diego	\$ 69,451,699	\$ 78,617,729	\$ 36,591,662
San Francisco*	\$ 14,317,343	\$ 16,206,903	\$ 7,543,305
SF (City Portion)	\$ 25,045,605	\$ 28,351,050	\$ 13,195,650
San Joaquin	\$ 19,870,296	\$ 22,492,719	\$ 10,468,961

**Estimates of New Annual County Road Maintenance Funding**

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San Mateo	\$ 16,971,846	\$ 19,211,740	\$ 8,941,870
Santa Barbara	\$ 11,836,384	\$ 13,398,516	\$ 6,236,175
Santa Clara	\$ 37,884,710	\$ 42,884,622	\$ 19,960,124
Santa Cruz	\$ 7,815,516	\$ 8,846,984	\$ 4,117,721
Shasta	\$ 9,175,861	\$ 10,386,865	\$ 4,834,439
Sierra	\$ 1,591,289	\$ 1,801,302	\$ 838,394
Siskiyou	\$ 6,551,475	\$ 7,416,120	\$ 3,451,742
Solano	\$ 10,868,825	\$ 12,303,261	\$ 5,726,402
Sonoma	\$ 16,452,146	\$ 18,623,452	\$ 8,668,058
Stanislaus	\$ 16,044,384	\$ 18,161,874	\$ 8,453,223
Sutter	\$ 4,975,297	\$ 5,631,923	\$ 2,621,310
Tehama	\$ 5,715,085	\$ 6,469,345	\$ 3,011,078
Trinity	\$ 3,053,220	\$ 3,456,175	\$ 1,608,634
Tulare	\$ 19,600,710	\$ 22,187,554	\$ 10,326,926
Tuolumne	\$ 3,974,375	\$ 4,498,901	\$ 2,093,959
Ventura	\$ 19,079,197	\$ 21,597,213	\$ 10,052,159
Yolo	\$ 6,967,994	\$ 7,887,609	\$ 3,671,191
Yuba	\$ 3,972,675	\$ 4,496,977	\$ 2,093,063
<b>TOTAL</b>	<b>\$ 983,545,605</b>	<b>\$ 1,113,351,050</b>	<b>\$ 518,195,650</b>

\*county share only

**Attachment 2**

**HCAOG Sales Tax Polling Results**

Fairbank,  
Maslin,  
Maullin,  
Metz &  
Associates

FM3

**HUMBOLDT COUNTY  
TRANSPORTATION ISSUES SURVEY  
220-4453-WT  
N=401  
MARGIN OF SAMPLING ERROR ±4.9% (95% CONFIDENCE INTERVAL)  
A/B SPLITS**

Hello, I'm \_\_\_\_\_ from \_\_\_\_\_, a public opinion research company. I am not trying to sell you anything nor ask you for a donation. We are only interested in your opinions and are conducting a survey about issues that concern people in Humboldt County. May I speak to \_\_\_\_\_? **(MUST SPEAK TO PERSON LISTED. VERIFY THAT THE VOTER LIVES AT THE ADDRESS LISTED, OTHERWISE TERMINATE.)**

A. Before we begin, I need to know if I have reached you on a cell phone, and if so, are you in a place where you can talk safely? **(IF NOT ON A CELL PHONE, ASK: "Do you own a cell phone?")**

- Yes, cell and can talk safely ----- 36%
- Yes, cell and cannot talk safely ----- **TERMINATE**
- No, not on cell, but own one ----- 50%
- No, not on cell and do not own one ----- 13%
- (DON'T READ) DK/NA/REFUSED----- TERMINATE**

1. **(T)** First, would you say things in Humboldt County are going in the right direction, or are they off on the wrong track?

- Right direction ----- 51%
- Wrong track ----- 36%
- (DON'T KNOW/NA)----- 13%**

2. Next, would you say you generally approve or disapprove of the job that \_\_\_\_\_ is doing? **(IF APPROVE/DISAPPROVE, ASK: "Is that strongly APPROVE/DISAPPROVE or just somewhat?")**

	<u>STR</u> <u>APP</u>	<u>SMWT</u> <u>APP</u>	<u>SMWT</u> <u>DISAPP</u>	<u>STR</u> <u>DISAPP</u>	<u>(DK/</u> <u>/NA)</u>	<u>TOTAL</u> <u>APP</u>	<u>TOTAL</u> <u>DISAPP</u>
a. Humboldt County government overall ---	15%	48%	18%	13%	6%	63%	31%
<b>(ASK ONLY IF NOT UNINCORPORATED)</b>							
b. Your City government -----	25%	48%	12%	9%	7%	73%	21%

**NOW I WOULD LIKE TO ASK YOU ABOUT A MEASURE THAT MAY APPEAR ON A FUTURE LOCAL BALLOT.**

3. This measure might read as follows:

**HUMBOLDT COUNTY ROAD REPAIR AND SAFETY MEASURE.** In order to:

- fix potholes;
- repair and maintain local residential streets/ sidewalks/ trails;
- improve driver, bicycle and pedestrian safety;
- connect existing walking and biking trails;
- increase bus frequency; and
- make the County eligible for additional state and federal roads funding.

Shall Humboldt County enact a half-cent sales tax for 20 years, providing about nine-point-six million dollars annually, requiring independent audits, oversight by a citizens' committee, public review of spending, and all revenues controlled locally?

If the election were held today, would you vote yes in favor of this measure or no to oppose it? **(IF YES/NO, ASK:)** "Will you definitely vote (YES/NO) or just probably?" **(IF DON'T KNOW/UNDECIDED, ASK:)** "Are you leaning toward voting yes or no?"

<b>TOTAL YES</b> .....	<b>69%</b>
Definitely yes.....	37%
Probably yes.....	29%
Undecided, lean yes.....	3%
 <b>TOTAL NO</b> .....	 <b>27%</b>
Undecided, lean no.....	1%
Probably no.....	6%
Definitely no.....	20%
 <b>(DK/NA)</b> .....	 <b>4%</b>

**(IF CODE 1-6 - YES/NO - IN Q3, ASK Q4)**

4. In a few words of your own, why would you vote **YES/NO** on this measure? (**OPEN END, RECORD VERBATIM RESPONSE BELOW**)

a. Yes, N=277:

Need the road/infrastructure repaired -----	51 %
General support-----	18 %
Potholes/sidewalks/etc. -----	11 %
Improve public transportation-----	9 %
Improve/increase open land areas: parks/trails, etc. -----	9 %
Improves safety-----	7 %
Helps the city -----	5 %
Small increase is worth it-----	5 %
Need more info-----	1 %
Opposing statement -----	1 %
Other -----	0 %
Nothing -----	0 %
Refused -----	0 %

b. No, N=109:

No more taxes/taxes too high already -----	43 %
Learn to manage the money they have/mismanaging the funds-----	27 %
Money never goes to what it is supposed to-----	14 %
General oppose -----	11 %
Money could be used elsewhere-----	4 %
Too many issues in one bill/don't like the way measure is worded -----	4 %
Don't trust the government -----	4 %
Need more info-----	2 %
Can't afford -----	1 %
Won't affect me -----	1 %
Don't know-----	1 %
Refused -----	1 %

**(RESUME ASKING ALL RESPONDENTS)**

5. At the same time or before this measure is on the ballot, the County may adopt an expenditure plan, with a list of projects the tax would fund. This plan would be developed in consultation with representatives from each City and the unincorporated areas of the county. Would this make you more or less likely to vote for the measure? **(IF MORE/LESS LIKELY, ASK: "Is that much MORE/LESS or only somewhat?")**

**TOTAL MORE LIKELY ----- 52%**  
 Much more likely ----- 22%  
 Somewhat more likely ----- 31%

**TOTAL LESS LIKELY ----- 23%**  
 Somewhat less likely ----- 7%  
 Much less likely ----- 16%

**MAKES NO DIFF/DK/NA ----- 24%**  
**(DON'T READ) Makes no difference 15%**  
**(DK/NA) ----- 9%**

6. If your local sales tax were increased, would you have a great deal of confidence, some confidence, little confidence, or no confidence that the revenue would be well spent?

**GREAT DEAL/SOME CONF ----- 55%**  
 Great deal ----- 10%  
 Some confidence ----- 44%

**LITTLE/NO CONFIDENCE ----- 43%**  
 Little confidence ----- 21%  
 No confidence ----- 22%

**(DK/NA) ----- 3%**

**NOW I WOULD LIKE TO ASK ABOUT SOME OTHER ISSUES FACING YOUR COMMUNITY.**

7. Here is a list of issues facing your community. After you hear each issue, please tell me whether you consider it to be an extremely serious problem, a very serious problem, a somewhat serious problem or a not too serious problem for people who live in Humboldt County. If you don't have an opinion on a particular item, you can tell me that too. **(RANDOMIZE)**

	<b>EXT SER PROB</b>	<b>VERY SER PROB</b>	<b>SMWT SER PROB</b>	<b>NOT TOO SER PROB</b>	<b>(DK/ NA)</b>	<b>EXT/ VERY SER</b>
<b>(SPLIT SAMPLE A ONLY)</b>						
[ ] a. <b>(T)</b> The amount you pay in local taxes -----	11%	9%	28%	43%	10%	20%
[ ] b. <b>(T)</b> The economy and jobs -----	26%	34%	26%	9%	5%	60%
[ ] c. <b>(T)</b> Deteriorating local streets and roads -----	25%	32%	32%	9%	2%	57%
[ ] d. Too much growth and development -----	6%	6%	15%	67%	6%	12%
[ ] e. <b>(T)</b> Traffic safety -----	11%	15%	38%	34%	2%	26%
[ ] f. <b>(T)</b> The cost of housing -----	17%	24%	27%	25%	7%	41%

	<u>EXT SER PROB</u>	<u>VERY SER PROB</u>	<u>SMWT SER PROB</u>	<u>NOT TOO SER PROB</u>	<u>(DK/ NA)</u>	<u>EXT/ VERY SER</u>
<b>(SPLIT SAMPLE A CONTINUED)</b>						
[ ]g. (T) Narrow or deteriorating bridges	10%	15%	32%	29%	14%	25%
[ ]h. Traffic congestion	5%	8%	21%	64%	2%	13%

**(SPLIT SAMPLE B ONLY)**

[ ]i. (T) Waste and inefficiency in local government	15%	23%	33%	16%	13%	38%
[ ]j. (T) The cost of healthcare	29%	28%	26%	10%	7%	57%
[ ]k. (T) Potholes on local streets and roads	22%	28%	40%	8%	1%	50%
[ ]l. (T) Not enough growth and development	15%	18%	29%	28%	9%	33%
[ ]m. (T) Crime	29%	37%	27%	6%	1%	66%
[ ]n. State budget cuts for local transportation projects	13%	19%	29%	18%	21%	31%
[ ]o. (T) Unsafe conditions for pedestrians	12%	17%	34%	30%	7%	29%
[ ]p. Not enough public transit options	8%	14%	29%	38%	11%	22%

**(RESUME ASKING ALL RESPONDENTS)**

8. Now let me share some statements about your local community. After I read each one, please tell me if you agree or disagree. **(IF AGREE/DISAGREE, ASK: "Is that strongly or somewhat (AGREE/DISAGREE)?" (RANDOMIZE)**

	<u>STR AGREE</u>	<u>SMWT AGREE</u>	<u>SMWT DISAGR</u>	<u>STR DISAGR</u>	<u>(DK/ NA)</u>	<u>TOTAL AGREE</u>	<u>TOTAL DISAGR</u>
[ ]a. Improving infrastructure like streets and roads helps to create jobs and make the economy stronger.	59%	26%	9%	5%	1%	85%	14%
[ ]b. If buses were faster or came more regularly, I would be more likely to use them rather than a car to get around.	26%	16%	16%	36%	7%	41%	52%
[ ]c. I generally feel safe walking or riding my bike in Humboldt County.	28%	35%	13%	19%	5%	63%	32%
[ ]d. It is important to me personally that the Arcata-Eureka Airport continue to offer commercial passenger flights.	72%	15%	5%	3%	4%	87%	9%

**(SPLIT SAMPLE A ONLY)**

[ ]e. The County should focus on maintaining existing roads, trails and sidewalks before building any new ones.	66%	19%	9%	4%	1%	85%	14%
[ ]f. Humboldt County needs a stable source of local funding for transportation projects.	46%	30%	8%	8%	7%	76%	17%



	<u>STR</u> <u>AGREE</u>	<u>SMWT</u> <u>AGREE</u>	<u>SMWT</u> <u>DISAGR</u>	<u>STR</u> <u>DISAGR</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>AGREE</u>	<u>TOTAL</u> <u>DISAGR</u>
<b>(SPLIT SAMPLE B ONLY)</b>							
[ ]g. The County should expand its existing network of walking and biking trails.	46%	27%	11%	14%	2%	73%	25%
[ ]h. Funding for local streets and roads comes mostly from federal and state government.	35%	30%	8%	7%	21%	64%	15%

**(RESUME ASKING ALL RESPONDENTS)**

**NOW I WOULD LIKE TO ASK YOU A FEW MORE QUESTIONS ABOUT THE POTENTIAL BALLOT MEASURE I MENTIONED EARLIER, WHICH WOULD CREATE A ONE-HALF-CENT SALES TAX TO FUND ROAD REPAIR AND SAFETY IN HUMBOLDT COUNTY.**

9. I am going to mention some different potential aspects of this ballot measure. After hearing each one, please tell me whether knowing it was a part of this ballot measure would make you more likely or less likely to vote for the measure. **(IF MORE/LESS LIKELY, ASK:)** "Is that much **MORE/LESS** likely or just somewhat?" **(RANDOMIZE)**

	<u>MUCH</u> <u>MORE</u> <u>LIKELY</u>	<u>SMWT</u> <u>MORE</u> <u>LIKELY</u>	<u>SMWT</u> <u>LESS</u> <u>LIKELY</u>	<u>MUCH</u> <u>LESS</u> <u>LIKELY</u>	<u>(NO</u> <u>DIFF)</u>	<u>(DK/</u> <u>NA)</u>	<u>TOTAL</u> <u>MORE</u> <u>LIKELY</u>	<u>TOTAL</u> <u>LESS</u> <u>LIKELY</u>
<b>(ASK ALL RESPONDENTS)</b>								
[ ]a. <u>All</u> money would be used on local streets and roads, not highways	53%	26%	6%	9%	4%	2%	79%	15%
[ ]b. <b>(T)</b> All expenditures will be audited annually by an independent auditor	46%	30%	6%	9%	7%	2%	76%	15%
[ ]c. <b>(T)</b> A citizens' watchdog committee will oversee the program	38%	34%	8%	10%	7%	3%	72%	18%
<b>(SPLIT SAMPLE A ONLY)</b>								
[ ]d. The tax is ongoing and can only be ended by voters	29%	28%	11%	18%	8%	6%	57%	30%
<b>(SPLIT SAMPLE B ONLY)</b>								
[ ]e. <b>(T)</b> The tax would end automatically after 20 years	31%	28%	10%	15%	12%	2%	60%	25%

**(RESUME ASKING ALL RESPONDENTS)**

10. Next, I am going to read you a list of specific projects that could be funded by the measure I have been describing. Recognizing that there frequently is not enough funding for all such projects, please tell me how important it is to you that each project be undertaken. Would you say it is extremely important, very important, somewhat important, or not important? **(RANDOMIZE)**

	<u>EXT</u>	<u>VERY</u>	<u>SMWT</u>	<u>NOT</u>	<u>(DK/</u>	<u>EXT/</u>
	<u>IMPT</u>	<u>IMPT</u>	<u>IMPT</u>	<u>IMPT</u>	<u>NA)</u>	<u>VERY</u>
[ ]a. (T) Widening local streets and roads -----	7%	12%	39%	41%	1%	19%
[ ]b. (T) Fixing potholes -----	39%	40%	17%	4%	1%	79%
[ ]c. (T) Improving bus stops and bus shelters-----	12%	17%	40%	27%	4%	29%
[ ]d. (T) Repairing deteriorating bridges -----	27%	39%	24%	9%	2%	66%
[ ]e. (T) Reducing local traffic congestion-----	12%	16%	35%	34%	2%	28%
[ ]f. Becoming eligible for state and federal matching funds for road repair-----	32%	37%	21%	7%	4%	69%
[ ]g. Repairing and maintaining storm drains along local streets and roads -----	23%	43%	26%	7%	1%	65%

**(SPLIT SAMPLE A ONLY)**

[ ]h. (T) Repairing local streets and roads -----	31%	45%	21%	3%	0%	75%
[ ]i. (T) Widening narrow bridges-----	9%	13%	40%	35%	3%	22%
[ ]j. (T) Improving pedestrian walkways -----	19%	27%	31%	20%	2%	46%
[ ]k. (T) Repaving local streets and roads-----	23%	38%	33%	5%	1%	61%
[ ]l. (T) Increasing the frequency of local bus service --	16%	20%	37%	24%	3%	36%
[ ]m. (T) Constructing bike lanes and bike paths-----	21%	25%	30%	23%	1%	46%
[ ]n. Replacing old buses with electric, low-emission buses-----	15%	19%	38%	27%	0%	34%
[ ]o. Maintaining and expanding Arcata-Eureka Airport facilities-----	16%	24%	33%	24%	2%	40%
[ ]p. Extending the paved Bay Trail system throughout the County-----	14%	20%	33%	29%	5%	34%
[ ]q. Connecting existing County walking and biking trails -----	16%	23%	35%	25%	1%	39%

**(SPLIT SAMPLE B ONLY)**

[ ]r. Maintaining local streets and roads to reduce the need for future repairs-----	25%	47%	21%	5%	1%	72%
[ ]s. Widening narrow bridges to allow space for bicycles and pedestrians-----	11%	25%	42%	20%	2%	36%
[ ]t. (T) Building sidewalks and trails to improve pedestrian safety-----	18%	28%	32%	21%	0%	47%
[ ]u. (T) Paving roads to control dust and reduce the amount of dirt that washes into streams-----	15%	29%	31%	21%	4%	44%
[ ]v. (T) Offering more local bus service on nights and weekends -----	16%	21%	38%	22%	4%	37%
[ ]w. Maintaining County walking and biking trails -----	14%	28%	39%	18%	1%	42%
[ ]x. Building roads to better connect the Port of Humboldt Bay to our local highways -----	10%	19%	36%	32%	3%	29%
[ ]y. Increasing the number of flights with connections to Arcata-Eureka Airport-----	24%	23%	28%	21%	4%	47%

	<u>EXT</u> <u>IMPT</u>	<u>VERY</u> <u>IMPT</u>	<u>SMWT</u> <u>IMPT</u>	<u>NOT</u> <u>IMPT</u>	<u>(DK/</u> <u>NA)</u>	<u>EXT/</u> <u>VERY</u>
<b>(SPLIT SAMPLE B CONTINUED)</b>						
[ ]z. Connecting existing paved Bay Trail segments between Arcata and Eureka -----	13%	19%	37%	28%	4%	32%
[ ]aa. Expanding the County's regional trails network-----	9%	19%	40%	29%	3%	28%

**(RESUME ASKING ALL RESPONDENTS)**

**NEXT I AM GOING TO READ YOU SOME STATEMENTS FROM SUPPORTERS AND OPPONENTS OF THE BALLOT MEASURE WE HAVE BEEN DISCUSSING.**

11. Now I am going to read you a list of statements that support the transportation ballot measure I have been describing. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote yes on this measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY</u> <u>CONV</u>	<u>SMWT</u> <u>CONV</u>	<u>NOT</u> <u>CONV</u>	<u>DON'T</u> <u>BEL</u>	<u>(DK/NA)</u>	<u>VERY/</u> <u>SMWT</u>
[ ]a. <b>(ACCOUNTABILITY)</b> This measure has tough financial accountability provisions including a citizen's watchdog committee and an annual audit by an independent agency. Additionally, this measure will be accompanied by a detailed expenditure plan, with a list of projects decided through public input from throughout the County. -----	34%	38%	17%	8%	3%	72%
[ ]b. <b>(TRAILS)</b> This measure would maintain current walking and biking trails for people to commute and to get fresh air and exercise. It would also expand the County's overall regional trail network, including potential projects like completing the paved Bay Trail connection between Arcata and Eureka. -----	34%	33%	24%	7%	2%	67%

**(SPLIT SAMPLE A ONLY)**

[ ]c. <b>(T - POPULATION GROWTH)</b> The local population will continue to increase over the next 20 years. If we don't pass this measure, local roads will deteriorate even faster under the pressure of this growth. -----	35%	27%	25%	13%	1%	62%
[ ]d. <b>(PORT)</b> Our port can only grow and thrive with safe, high-quality roads between the docks and major highways. This measure would boost our economy by making it easier to move goods through our community. -----	31%	34%	22%	11%	2%	65%
[ ]e. <b>(TRANSPORATION ONLY)</b> This measure creates dedicated funding that can only be spent on transportation projects like road maintenance and pothole repairs. Politicians will not be able to redirect the funds to spend on other projects.-----	51%	21%	17%	10%	1%	72%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/NA)</u>	<u>VERY/ SMWT</u>
<b>(SPLIT SAMPLE A CONTINUED)</b>						
[ ]f. <b>(STATE CUTS)</b> California simply does not have enough funding to fix our crumbling roads. The gas tax has not increased since 1994, and increased fuel-efficiency and the popularity of electric and hybrid vehicles means revenues can't catch up with needs. Statewide, there is an 800 million dollar deficit for the next five years; our County's share of the deficit is just under 4 million. We need to create a reliable, <u>local</u> source of funding for our streets. -----	33%	32%	20%	13%	2%	65%
[ ]g. <b>(T - SAFETY)</b> Without this measure, traffic safety problems will continue to increase, with more wrecks on local roads, more local people at risk of injury and death, and increased maintenance costs for our cars. -----	32%	32%	19%	15%	2%	64%
[ ]h. <b>(PCI)</b> A recent study found that we have some of the worst pavement conditions in the state - with most County roads rated "poor" and close to rating "failing." This measure will go a long way in helping us improve our roads so that all residents will benefit. -----	49%	24%	17%	9%	1%	73%
<b>(SPLIT SAMPLE B ONLY)</b>						
[ ]i. <b>(CHEAPER NOW)</b> We will have 618 million dollars in need for road repairs over the next 20 years. Delaying maintenance and repairs to our roads only increases costs in the long run. This measure will help repair and maintain roads while construction costs are more affordable. -----	44%	36%	13%	5%	2%	81%
[ ]j. <b>(AIRPORT)</b> Humboldt County operates six airports that provide transportation services serving tourism, cargo operations, public safety, business travel, and aviation related businesses. Many large employers say that reliable and affordable air service is important to their success. In addition, healthy competition in air service results in lower costs to passengers and businesses. -----	30%	39%	19%	8%	4%	69%
[ ]k. <b>(PROPERTY VALUE)</b> Safe roads are a big part of maintaining property values. By improving streets and roads, this measure will help to maintain or increase the value of our homes. -----	36%	39%	18%	6%	2%	75%

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/NA)</u>	<u>VERY/ SMWT</u>
<b>(SPLIT SAMPLE B CONTINUED)</b>						
[ ]l. <b>(LEVERAGE)</b> This measure would create a steady source of local funding for streets and roads, and make the County eligible for millions of dollars in additional state and federal funding.	33%	40%	14%	10%	3%	73%
[ ]m. <b>(WEAR AND TEAR)</b> Potholes, cracks and poor road conditions cause more wear and tear on our cars, costing hundreds of dollars per year for things like new tires and shocks. By investing in smoother, safer roads, we can save money on car repairs.	49%	27%	21%	3%	0%	76%
[ ]n. <b>(EMERGENCY WORKERS)</b> Police, paramedics, and firefighters support this measure because it will reduce the response time for emergency workers to reach people who need help, especially in rural areas of the County where roads are currently too unsafe for their vehicles to travel quickly and safely.	49%	29%	15%	5%	2%	78%

**(RESUME ASKING ALL RESPONDENTS)**

12. Now that you've heard more about it, let me ask you about the **HUMBOLDT COUNTY ROAD REPAIR AND SAFETY MEASURE**, which would repair and maintain local roads and streets by enacting a one-half cent sales tax for 20 years, requiring independent audits, oversight by a citizens' committee, public review of spending, and all revenues controlled locally. If the election were held today, would you vote "yes" in favor of this measure or "no" to oppose it? **(IF YES/NO, ASK:)** "Will you definitely vote **(YES/NO)** or just probably?" **(IF UNDECIDED, ASK:)** "Are you leaning toward voting yes or no?"

**TOTAL YES ----- 70%**  
 Definitely yes----- 41%  
 Probably yes----- 25%  
 Undecided, lean yes----- 4%

**TOTAL NO----- 27%**  
 Undecided, lean no----- 1%  
 Probably no----- 6%  
 Definitely no----- 20%

**(DK/NA)----- 3%**

13. Now I am going to read you a list of statements that oppose the road repair ballot measure I have been describing. After hearing each statement, please tell me whether you find it very convincing, somewhat convincing, or not convincing as a reason to vote no on such a measure. If you do not believe the statement, please tell me that too. **(RANDOMIZE)**

	<u>VERY CONV</u>	<u>SMWT CONV</u>	<u>NOT CONV</u>	<u>DON'T BEL</u>	<u>(DK/NA)</u>	<u>VERY/ SMWT</u>
[ ]a. <b>(ANTI-TAX)</b> State income and sales taxes just went up, and we are about to vote on about a dozen new state and local taxes on the November ballot. Enough is enough. No new taxes. -----	29%	22%	35%	12%	2%	51%
[ ]b. <b>(INEFFECTIVE)</b> Regardless of whether we really need this measure, we just can't trust the local government to spend it wisely.-----	26%	23%	33%	16%	3%	49%
[ ]c. <b>(T - NOT NECESSARY)</b> This measure is simply not necessary. The condition of local streets and roads is not that bad. -----	4%	15%	41%	37%	2%	19%
[ ]d. <b>(HURTS POOR)</b> A sales tax increases the price of nearly everything we buy, which hurts the poor more than it does the rich. We should find a fairer way to raise the money we need for street improvements. -----	26%	31%	28%	13%	2%	57%
<b>(SPLIT SAMPLE A ONLY)</b>						
[ ]e. <b>(STATE JOB)</b> Paying for road repairs is the state's job, and this measure lets them off the hook. Rather than raising our taxes, we should wait for the state to increase the gas tax and repay us the money they owe. -----	11%	19%	45%	22%	3%	30%
<b>(SPLIT SAMPLE B ONLY)</b>						
[ ]f. <b>(MEASURE Z)</b> We just passed a local sales tax a couple of years ago that was supposed to solve all of our problems, but now the County tells us we need yet another new tax measure. We need to stop increasing local taxes over and over again and work within our means. -----	37%	23%	31%	9%	0%	60%

**(RESUME ASKING ALL RESPONDENTS)**

14. Sometimes over the course of a survey like this, people change their minds, and sometimes they do not. Let me ask you one last time about the **HUMBOLDT COUNTY ROAD REPAIR AND SAFETY MEASURE**, which would repair and maintain local roads and streets by enacting a one-half cent sales tax for 20 years, requiring independent audits, oversight by a citizens' committee, public review of spending, and all revenues controlled locally. If the election were held today, would you vote "yes" in favor of this measure or "no" to oppose it? **(IF YES/NO, ASK:)** "Will you definitely vote **(YES/NO)** or just probably?" **(IF UNDECIDED, ASK:)** "Are you leaning toward voting yes or no?"

<b>TOTAL YES</b> -----	<b>66%</b>
Definitely yes-----	41%
Probably yes-----	21%
Undecided, lean yes-----	4%
 <b>TOTAL NO</b> -----	 <b>32%</b>
Undecided, lean no-----	1%
Probably no-----	7%
Definitely no-----	23%
 <b>(DK/NA)</b> -----	 <b>3%</b>

**NOW, INSTEAD OF THE MEASURE WE JUST DISCUSSED,  
A DIFFERENT MEASURE COULD BE PUT ON THE BALLOT. ONLY  
ONE OF THE MEASURES WOULD BE ON THE BALLOT.**

15. I am going to read you short descriptions of a few ways to fund road repairs. After I describe each one, please tell me if there were an election today, do you think you would vote "yes" in favor of each measure or "no" to oppose it? **(IF YES/NO, ASK:)** "Is that definitely or just probably?" **(IF UNDECIDED, DON'T KNOW, NO ANSWER, ASK:)** "Do you lean toward voting yes or no?" **(RANDOMIZE)**

	<u>DEF</u>	<u>PROB</u>	<u>UND,</u>	<u>UND,</u>	<u>PROB</u>	<u>DEF</u>	<u>(DK/</u>	<u>TOT</u>	<u>TOT</u>
	<u>YES</u>	<u>YES</u>	<u>LN</u>	<u>LN</u>	<u>NO</u>	<u>NO</u>	<u>NA)</u>	<u>YES</u>	<u>NO</u>
[ ]a. A 133 dollar per year parcel tax to repair and maintain Humboldt County roads-----	8%	12%	3%	2%	19%	50%	6%	24%	70%
[ ]b. Increasing the local gas tax by 18 cents to fund road repairs and maintenance-----	8%	15%	2%	1%	16%	54%	4%	26%	70%
[ ]c. Assessing traffic impact fees paid by developers for new development-----	23%	24%	3%	3%	14%	25%	8%	50%	42%
[ ]d. Establishing a countywide vehicle license fee of 63 dollars-----	10%	11%	2%	1%	17%	54%	5%	23%	71%

**THESE QUESTIONS ARE FOR CLASSIFICATION PURPOSES ONLY.**

16. (T) How many people in your household commute to work or school as the driver of a vehicle at least 3 days a week?

- 1 ----- 29%
- 2 ----- 35%
- 3 ----- 4%
- 4 or more ----- 6%
- None ----- 23%
- (DON'T READ) DK/NA ----- 3%**

17. (T) How often do you use public transportation in your community: **(READ LIST)**

- Frequently ----- 7%
- Occasionally ----- 6%
- Rarely ----- 20%
- Never ----- 65%
- (DK/NA) ----- 2%**

18. (T) About how long have you lived in Humboldt County?

- Five years or less ----- 12%
- Six to 10 years ----- 10%
- 11 to 20 years ----- 20%
- 21 to 30 years ----- 13%
- More than 30 years ----- 43%
- (DK/NA) ----- 2%**

19. What was the last level of school you completed?

- High school graduate or less ----- 15%
- Some college/Associate's ----- 35%
- College graduate (4 years) ----- 32%
- Post-grad/professional school ----- 15%
- (DK/NA) ----- 2%**

20. I don't need to know the exact amount, but I'm going to read you some categories for household income. Would you please stop me when I have read the category indicating the total combined income for all the people in your household before taxes in 2015?

- \$25,000 and under ----- 20%
- \$25,001 - \$50,000 ----- 21%
- \$50,001 - \$75,000 ----- 18%
- \$75,001 - \$100,000 ----- 15%
- More than \$100,000 ----- 16%
- (DON'T KNOW/REFUSED) ----- 10%**



**THANK AND TERMINATE**

**GENDER (BY OBSERVATION):**

Male ----- 48%  
 Female----- 52%

**PARTY REGISTRATION:**

Democrat----- 44%  
 Republican----- 27%  
 No Party Preference ----- 21%  
 Other-----8%

**FLAGS**

P12----- 61%  
 G12----- 88%  
 G13----- 29%  
 P14----- 58%  
 G14----- 73%  
 BLANK-----7%

**PERMANENT ABSENTEE**

Yes----- 55%  
 No----- 45%

**AGE**

18-29 ----- 11%  
 30-39 ----- 14%  
 40-49 ----- 14%  
 50-54 ----- 10%  
 55-59 ----- 9%  
 60-64 ----- 13%  
 65-74 ----- 20%  
 75+ ----- 10%

**SUPERVISOR DISTRICT**

1 ----- 22%  
 2 ----- 19%  
 3 ----- 22%  
 4 ----- 17%  
 5 ----- 20%

**CITY**

Arcata----- 13%  
 Eureka ----- 18%  
 Fortuna ----- 7%  
 Other----- 6%  
 Unincorporated----- 55%

**HOUSEHOLD PARTY TYPE**

Dem 1 ----- 25%  
 Dem 2+ ----- 11%  
 Rep 1----- 12%  
 Rep 2+ ----- 11%  
 Ind 1+ ----- 23%  
 Mix----- 17%

**Attachment 3**

**Informational Flyer – Road User Charge Program**

# California Road Charge Pilot Program

Exploring the Possibilities...  
ONE MILE AT A TIME



Vehicles go farther with less fuel

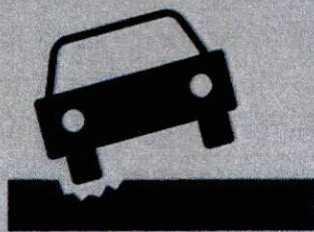


Roads are fixed with fuel taxes at the pump

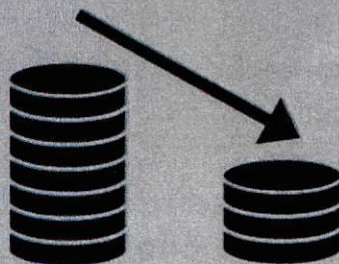


Roads and revenue to fix them are suffering

## Why Study Road Charge?



Increased damage to all roads



Reduced buying power



California's economy

**SIGN UP NOW!** Limited Opportunity

[www.CaliforniaRoadChargePilot.com](http://www.CaliforniaRoadChargePilot.com)

# Maintaining California's Economy **ONE MILE AT A TIME**

## **Background**

An efficient transportation system is critical for California's economy and quality of life. The revenues currently available for highways and local roads are inadequate to preserve and maintain existing infrastructure and to provide funds for improvements that would reduce congestion and improve safety. Because of improving fuel economy, motor fuel taxes are ineffective methods of meeting California's long-term revenue needs; they will steadily generate less revenue as cars and trucks become more fuel efficient and alternative sources of power are identified. By 2030, as much as half of the revenue that could have been collected will be lost to fuel efficiency.

## **Senate Bill 1077**

In an effort to address this problem, in 2014 the Legislature passed and the Governor signed into law Senate Bill (SB)1077. SB 1077 established the Technical Advisory Committee under the California Transportation Commission to formulate recommendations for design of a pilot project to explore the risks and benefits of road charging. The recommendations of this diverse statewide committee are currently being finalized and will be provided to the Secretary of the California State Transportation Agency for consideration and guidance in executing the pilot. The road charging pilot will illustrate firsthand the advantages, disadvantages, challenges, and opportunities of road charging.

## **Road Charge Pilot Program**

The success of the Road Charge Pilot Program is contingent on **YOU**. To effectively evaluate the pilot program we need to recruit 5,000 volunteers to participate in this innovative and exciting 9-month study. The recruiting process has already started to ensure the pilot represents a broad cross-section of the population of California. With the Road Charge Pilot Program scheduled to commence in the summer of 2016, we need you to **participate in the pilot** and to **assist in the recruitment of volunteers**.

Go to the program website to find out more about the pilot efforts to date, provide feedback on the program, sign-up for updates, and most importantly volunteer and help us...**Improve our Roads – One Mile at a Time.**

[www.CaliforniaRoadChargePilot.com](http://www.CaliforniaRoadChargePilot.com)