



Self-Help Counties Coalition

Locally Funded Transportation Investments

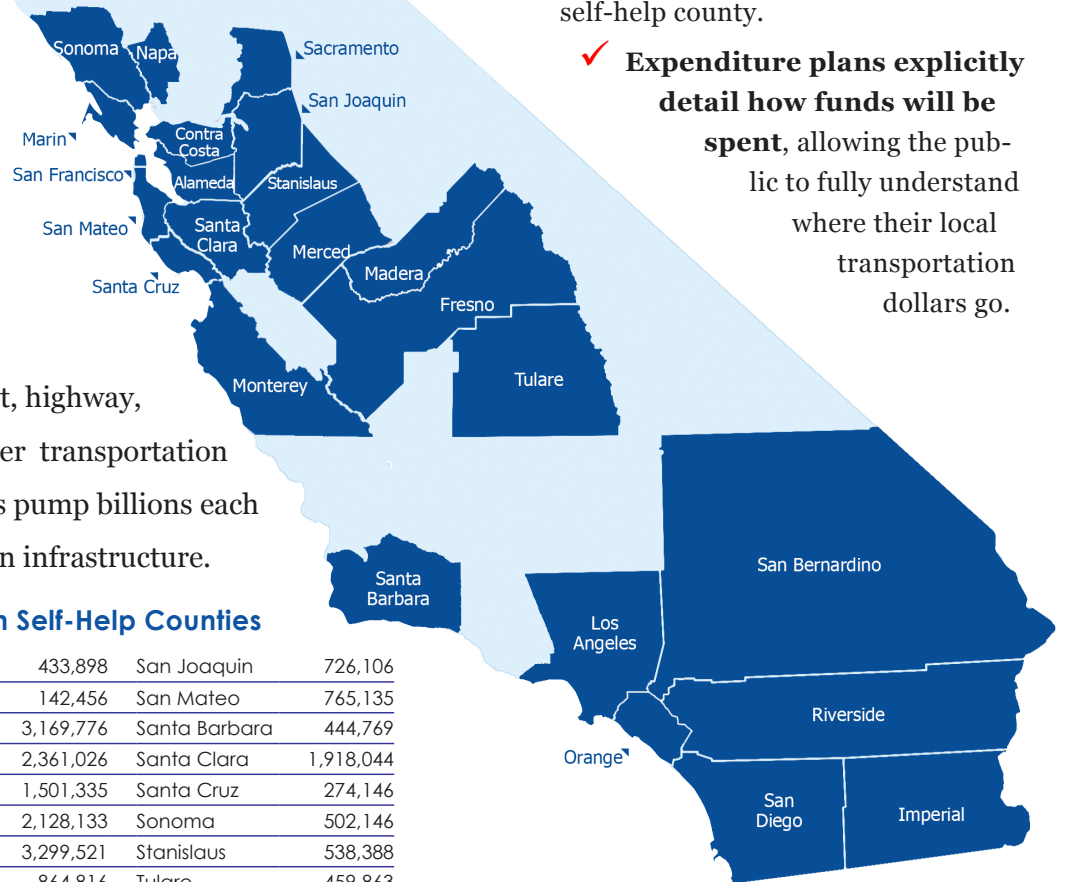


California's Economy Fueled by Local Sales Tax Measures

THROUGHOUT California, 24 county transportation agencies have formed the Self-Help Counties Coalition (SHCC). **Self-Help Counties move people, goods and services that are vital to the quality of life and economic strength of California.**

Californians depend on these agencies for accessible, safe, innovative and cutting-edge transportation solutions. Each county delivers voter-approved (by super-majority) transportation sales tax measures that fund transit, highway, freight, bicycle, pedestrian and other transportation programs. Together, these counties pump billions each year into California's transportation infrastructure.

In California, 24 Self-Help Counties will fund approximately \$194 billion of voter-approved transportation investments by mid-century, injecting billions each year into essential transportation programs and projects.



88% of California's population is in Self-Help Counties

Alameda	1,638,215	Monterey	433,898	San Joaquin	726,106
Contra Costa	1,126,745	Napa	142,456	San Mateo	765,135
Fresno	974,861	Orange	3,169,776	Santa Barbara	444,769
Imperial	180,191	Riverside	2,361,026	Santa Clara	1,918,044
Los Angeles	10,170,292	Sacramento	1,501,335	Santa Cruz	274,146
Madera	154,998	San Bernardino	2,128,133	Sonoma	502,146
Marin	261,221	San Diego	3,299,521	Stanislaus	538,388
Merced	268,455	San Francisco	864,816	Tulare	459,863

Total Population: 34 Million

- ✓ **Self-Help Counties create and maintain jobs** for transportation infrastructure, operations and maintenance.
- ✓ The SHCC provides a **reliable and stable funding stream** that far outstrips state and federal funding on an annual basis.
- ✓ The SHCC has **extensive accountability** measures and six oversight on all taxpayer's dollars.
- ✓ The public has **direct access to local decision-makers**, and public meetings are held each month throughout the state with public opportunities to participate in every self-help county.
- ✓ **Expenditure plans explicitly detail how funds will be spent**, allowing the public to fully understand where their local transportation dollars go.

Local Funding for Major Transportation Initiatives

CALIFORNIA REPRESENTS

the largest economy in the U. S., and the sixth largest in the world. Its diverse industries range from agriculture to mining to biotechnology to the Internet, all of which support the state's economic strength.

Each industry relies on a backbone of transportation to move its people, goods and services.

Local sales tax dollars represent a stable fund source to finance critical transportation programs and projects, despite volatile federal and state funding. The Self-Help Counties spend a small portion of the sales tax on administration. The majority of sales tax expenditures result in:

- ✓ **Job creation:** Local sales tax dollars are pumped back into the local economy through contracts with local firms. Transportation system improvements require the services of architects, engineers, construction workers, project managers and other professionals. High-quality, efficient transportation systems attract and retain businesses in California.
- ✓ **Mobility:** The Self-Help Counties invest in multimodal transportation that provides choices for the traveling public — from express bus services, pathways for bicyclists and pedestrians, and public transit for youth, seniors and people with disabilities, to road and highway investments in arterials and the state's goods movement infrastructure.
- ✓ **Technological innovation:** Implementing technologies on heavily traveled roadways such as express lanes, adaptive ramp metering, real-time signage, monitoring and incident management reduces congestion and travel time and improves safety. Throughout California, the SHCC is implementing state-of-the-art transportation solutions.
- ✓ **Community vitality:** Reinvesting local dollars back into communities attracts additional funding resources. Leveraging these local dollars allows counties to complete major capital infrastructure projects, operate public transit and paratransit services and focus on transit oriented development to revitalize communities and meet the needs of people at all income levels.
- ✓ **Sustainability:** Multimodal investments — bicycle and pedestrian improvements, public transit and paratransit for seniors and people with disabilities — support greenhouse gas reduction mandates in California Assembly Bill 32, the Global Warming Solutions Act, and California Senate Bill 375, the Sustainable Communities and Climate Protection Act of 2008. These investments also support Sustainable Communities Strategies across the state.



Technical innovations reduce congestion and travel time and improve air quality.



Providing multimodal alternatives to driving reduces greenhouse gas emissions.



Local goods movement investments support state and national economic strength.



Local dollars reinvested help meet the transportation needs of the community.

Self-Help Transportation Spending in California

Based on the projections from the individual Self-Help Counties' expenditure plans, approximately \$194 billion will be infused in California's transportation infrastructure from local transportation sales tax measures over the next 30-40 years.

Multimodal Investments

- ✓ Capital Projects
- ✓ Local Streets & Roads
- ✓ Mass Transit
- ✓ Paratransit
- ✓ Express Bus
- ✓ Bicycle & Pedestrian
- ✓ Program Administration
- ✓ Transit Oriented Development

Total: \$194 Billion