



# AAA + Advocacy

Spring 2006

From the Governor's race to a potential statewide infrastructure bond to local sales tax measures, 2006 is shaping up to be a big election year in California. That is why this issue of AAA + Advocacy is dedicated to our continuing advocacy efforts with local, regional and state ballot measures that provide critical transportation funding for our Members and the traveling public.

Since the first state gas tax, AAA has been a proponent of having dedicated transportation funding sources, and protecting those funds from being diverted to non-transportation purposes. Today, AAA supports transportation funding plans that provide a good balance between making improvements to the road and highway system and increasing carpooling options and public transportation choices. As always, AAA continues to be a credible and objective source of information so that our Members and the voting public can make informed decisions.

## Local Transportation Sales Tax Measures *A Balanced Approach*

AAA members and other voters in several counties will make important local transportation funding decisions in June and November. Our ongoing due diligence on local transportation sales tax measures demonstrates AAA's commitment to being an independent voice and advocate for all users of the transportation system.

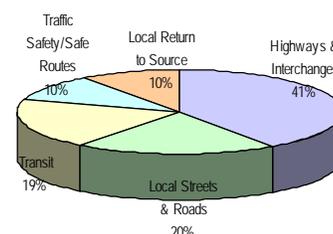
When evaluating transportation ballot measures, AAA's strategy is to look for balanced, multi-modal transportation improvements that can provide concurrent benefits in transportation mobility, traffic safety, and air quality. AAA's efforts on local transportation sales tax measures in 2006 will include Napa, Solano and San Joaquin counties. The expenditure plans in each of these counties reflect the diverse local and regional transportation needs of its residents. The outcomes of these transportation ballot measures will affect more than 270,000 AAA members in these three counties. In addition, AAA will also review other county measures in 2006.

Measure H has been placed on the June ballot in Solano County. The half-cent sales tax is expected to raise \$1.4 billion in transportation funding over 30 years. The expenditure plan focuses on relieving congestion, improving traffic safety, fixing local roads, and expanding transit services in the county. Over \$600 million of Measure H revenues will fund major safety and interchange improvements on I-80, I-680 and I-780. A significant transit portion will go toward expanding express bus service along these corridors and other commuter transit services. Elderly and disabled citizens will also benefit from more transit and paratransit options. Another twenty percent of revenues will fund basic city street and county road maintenance. Measure H funds will also enhance safe walking and biking routes to Solano County schools.

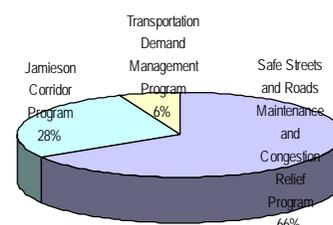
Napa County has placed Measure H on the June ballot. The half-cent sales tax would raise \$537 million over 30 years and implement a community consensus expenditure plan. Two-thirds of the sales tax revenues would fund the Safe Streets and Road Maintenance and Congestion Relief Program allocated to each of the five cities and the county for local

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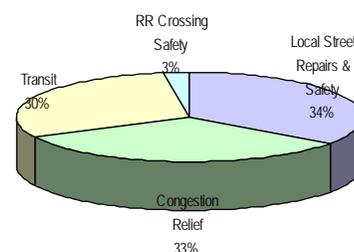
**Solano County Measure H**  
1/2 cent, 30 years  
\$1.4 billion



**Napa County Measure H**  
1/2 cent, 30 years  
\$537 million



**San Joaquin County Measure K**  
1/2 cent, 30 years  
\$2.5 billion



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street and road improvements. Another major component of the plan is the Jamieson Corridor Program, which includes congestion relief and traffic safety projects on three major state routes – SR 12, SR 29 and SR 221. The final piece is the Transportation Demand Management Program that includes transit improvements, senior mobility services and safe routes to school.

San Joaquin County will likely place a 30-year half-cent sales tax renewal on the November ballot. The region's top priorities are to create a balanced, multi-modal transportation network, preserve quality of life, and improve air quality. The \$2.5 billion expenditure plan allocates roughly a third of its funding to each of three main categories: local street repair and safety, congestion relief, and transit. Major projects include freeway widenings on I-5, I-99 and I-205, major freeway interchange improvements and extension of the Altamont Commuter Express (ACE) train service.

Local county transportation sales taxes provide an important and reliable source of funding for much needed maintenance and improvements for our transportation network. We will continue to work with local transportation agencies and stakeholders to ensure that the expenditure plans for sales tax measures that are brought before our members and the voting public represent a balanced, multi-modal approach to addressing local transportation needs.

## California State Infrastructure Bond

Decades of neglect and underinvestment in our state infrastructure are evident in the form of potholes, congested streets, bottlenecked highways and lack of adequate transit options. Our quality of life, economic potential and traffic safety are all threatened as a result. Poll after poll shows that transportation and congestion are top issue to individuals across the state. The state of California's roads and infrastructure has long been a concern of its residents, and in November they will have the opportunity to change that.

The "Big Five" – Governor Schwarzenegger, Senate President Pro Tem Don Perata, Senate Minority Leader Dick Ackerman, Assembly Speaker Fabian Nuñez, and Assembly Leader Kevin McCarthy – led the bipartisan dialogue which has resulted in an ambitious bond package that will address the state's most critical infrastructure needs. The original \$68 billion bond proposal was scaled back and divided into four separate bonds totaling more than \$37 billion. Transportation is the largest with nearly \$20 billion to improve highways and transit, followed by a \$10.4 billion bond for public schools and universities, another \$4.1 billion bond for levees, and a \$2.6 billion bond for affordable housing.

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## A Look Back...

### AAA's Historic Role in Highway Funding

AAA Director and Senator, Arthur H. Breed of Oakland, outlined a plan to finance the construction of California highways. In 1923, Breed proposed that two-cents from every gallon of gasoline be earmarked for state highways. Director Breed, the president pro-tem of the Senate, discussed his proposal with John D. Rockefeller, Jr., who had influence with the oil company interests that had lobbied against previous gas tax proposals. Opposition to a gas tax bill vanished and the proposal passed, providing the formula for future state transportation funding.

Over the years, AAA advocated for highway funds to complete California's highway system, opposing various attempts to divert gas tax funds to projects unrelated to highway construction. We supported an "Anti Gas Tax Diversion Amendment" in 1938 to bar future gas tax diversion. Our *Motor Land* magazine urged AAA members to "Save the Gas Tax" for highways.

AAA Directors Arthur H. Breed and Henry J. Brunnier continued advocating for funds for the state highway system following World War II. Our directors served on California's Major Highway Development Committee (MHDC) and proposed an additional 1.5 cent per gallon of gasoline. In 1947, the legislature adopted the Collier-Burns Highway Act that was modeled after the MHDC's proposal.

Today we continue to support a variety of programs and legislation intended to improve access to safe and reliable transportation and the overall quality of the environment in which we live. Our transportation funding work is just one part of AAA's heritage of public service.



Detail from *Motorland* Cover, October 1967



## Yes, AAA Supports Transit

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*Since 2000, AAA has supported over \$5 billion in dedicated funding for local and regional transit improvements.*

AAA has long supported transportation improvements that serve all modes of travel. We recognize that public transit provides essential service to key travel markets, particularly for commuters in urban areas like the Bay Area and Sacramento region. That is why AAA supports cost-effective improvements to public transportation *in addition to* improvements to local street systems and freeway networks. On behalf of our members and the traveling public, we are working with elected officials, transportation service providers and business leaders to improve the entire transportation system.

The Bay Area in particular has made a large investment in public transportation. There is a continuing need for dedicated sources of funding for public transportation to maintain and improve transit service as a practical alternative to driving. Given the historic successful use of sales tax revenues for transit operations and maintenance, AAA supports the continuing dedication of sales tax revenues for these purposes.

Our recent support of seven county transportation ballot measures, each approved by a two-thirds majority of local voters, provides more than \$5 billion in funding for a variety of local and regional transit projects. In San Francisco, Proposition K dedicates two-thirds of revenues - roughly \$1.8 billion - to transit improvements such as Caltrain downtown rail service, Third Street central subway line, and Van Ness/Geary bus rapid transit (BRT) projects. In San Mateo County, Measure A provides funding for Caltrain commuter rail improvements and the high speed Baby Bullet service. AAA will continue to support ballot measures and other funding options that invest in transit services like these.

From supporting local county transportation sales taxes to protecting Proposition 42 revenues for their intended transportation purpose, AAA has tirelessly advocated for more stable, reliable and dedicated funding sources for transportation. AAA focused its advocacy efforts for the infrastructure bond on a fiscally sound and sustainable investment in transportation. AAA joined other business leaders and industry groups to advocate for a consensus among the Administration and the Legislature for a statewide infrastructure bond package and is pleased that they have come to an agreement for the November ballot.

### Advocacy in Action

#### *A Summary of AAA Ballot Measure Activity, 2000-2004*

Since 2000, AAA has been actively involved in raising additional transportation funding for our core population and membership areas. Working in partnership with government officials and community leaders, AAA has provided public education and support for local ballot measures totaling over \$16 billion.

Ballot Measure	AAA Position	Location	Year	Estimated Amount Raised
Sales Tax Renewals	Support	Sacramento	2004	\$4.7 billion
		Contra Costa	2004	\$2.0 billion
		San Mateo	2004	\$1.5 billion
		San Francisco	2003	\$2.8 billion
		Alameda	2000	\$1.4 billion
½-cent Sales Tax	Support	Marin	2004	\$331 million
General Obligation Bond	Support	<u>BART Counties</u> San Francisco Alameda Contra Costa	2004	\$980 million
Bridge Toll Increase	Public Education	<u>Seven Counties</u> Solano Contra Costa Alameda Santa Clara San Mateo San Francisco Marin	2004	\$1.5 billion capital \$1.6 billion transit operations

#### AAA's Advocacy Mission

For more than 100 years, AAA of Northern California has steadfastly spoken out on behalf of its Members and the traveling public. Because our 4.4 million Members in Northern California, Nevada and Utah represent a broad section of the population, the association works for balanced public policy positions on a variety of issues ranging from traffic safety and transportation to consumer protection and the environment.