

What's the Rush?

Why Santa Clara County will benefit
by waiting to renew its transportation sales tax

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The **Bay Area Transportation & Land Use Coalition** is comprised of over 60 environmental, community, social justice and public interest groups. The Coalition's overarching goal is to involve a broad spectrum of organizations and individuals in transportation and land use issues and to provide policy recommendations that help create a more environmentally sustainable and socially just region.

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The **Rail Passenger Association of California (RailPAC)** is a statewide membership organization working for the expansion and improvement of passenger rail service in California. RailPAC has members in Santa Clara County and throughout California.

Peninsula Rail 2000 is a transit consumer group working to realize a regional rail system that will ring San Francisco Bay with rail.

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EXECUTIVE SUMMARY

With traffic congestion at unprecedented levels and getting worse all the time, putting Santa Clara County's transportation sales tax up for renewal on the November 2000 ballot may at first seem like a good idea. However, the tax would not begin until the current tax expires in 2006. In other words, there is plenty of time to craft and pass a better plan. A number of reasons have been given as to why the tax must be rushed onto the ballot now, but this report shows that the arguments for waiting are much more compelling.

One reason to hold off on the sales tax measure is to ensure that the list of projects it will fund are ones that will deliver the greatest congestion relief and the most transit options to county residents. The preliminary list put out by the Valley Transportation Authority (VTA) on June 15, 2000, includes scores of projects that were supposedly analyzed for their effectiveness, but most of these analyses have not been publicly released. This is a critical point because analysis by the Metropolitan Transportation Commission in March 2000 showed that there are much more effective projects than the ones outlined in VTA's proposed list. For example, MTC's analysis showed that there are alternatives to BART that would cost over 80% less, carry more passengers, and could be ready beginning in 2004. VTA's recent BART study did not look at these options. Without the benefit of clear analysis and some key additional studies to clarify the discrepancies, voters can not make informed choices.

The preliminary list of projects also fails to meet a number of key community needs including: making streets safer for pedestrians, increasing bus service and extending night and weekend transit service, enhancing paratransit service for seniors and the disabled, funding Santa Clara County's welfare-to-work plan, and funding for transit-oriented workforce housing.

The report also finds that there is an enormous potential for BART's costs to skyrocket, that securing necessary additional funding is dubious, there is no plan for covering the \$780 million operating subsidy required, and that revenue projections may be overestimated (given the growth of untaxed internet purchases). A major funding shortfall for BART, combined with the fact that the project list would only be an advisory measure, would leave a future Board of Supervisors in a precarious situation: let down voters who expect BART to be extended to San Jose, or eliminate funding for other projects that were included in the advisory measure.

Supporters of rushing ahead with the sales tax measure offer a host of reasons as to why immediate action is required, but closer analysis reveals that their reasoning rests on unfounded assumptions. For example, they say that we must rush this through while the economy is hot, but voters passed a transportation measure in 1992, when the economy was very weak. They also say there has been an 18-month public process to develop the project list, but nothing could be further from the truth. The Valley Transportation Authority planned on bringing the *draft list* to the cities and County in September 2000, with the earliest adoption of the plan to take place in November 2000. Instead, this process has been dramatically compressed and rushed.

The report concludes that the Board of Supervisors should initiate a planning process to put a sales tax on the ballot in 2002 or 2004. This will allow for additional time to study and choose the most efficient investments possible. More importantly, a more complete process will give time for input from the entire community and the development of a true consensus, as was done for the previous three measures.

What's the Rush? MYTHS AND REALITIES

Many reasons have been given as to why the proposed transportation sales tax must be rushed onto the November ballot. However, the arguments for taking additional time, outlined below, are much more compelling.

MYTH: We need to pass this transportation sales tax *now* for immediate traffic congestion relief.

REALITY: Passing the tax in 2002 or 2004 would not delay traffic congestion relief. In fact, the county cannot legally begin collecting the tax until 2006. The alternative – issuing bonds before 2006 – would result in costly debt payments.

To avoid bonding and to first deliver the projects in the 1996 tax measure, VTA is unlikely to begin the vast majority of projects until after 2006. Even the heavily promoted BART-to-San Jose extension, by far the largest project in the plan, still has five years of studies that need to be completed before a single shovel breaks ground; so, if it is actually ever built, it is not likely to start carrying passengers for ten years. Immediate traffic relief? We don't see it.

MYTH: Development of this plan has been an 18-month public process.

REALITY: Portraying the development of the sales tax and its list of projects as an 18-month *public* process is incredibly misleading. Public outreach for the VTP 2020 sales tax expenditure plan was expected to take place in the fall of 2000. According to the VTP 2020 schedule released June 23, 2000:

“Outreach to the cities and the County to review the *draft plan* is currently scheduled for September. The VTP 2020 document is expected to be presented to the advisory committees in October 2000, and then to proceed to the (VTA) Board for approval in November.”¹

The lack of public input into the sales tax measure is so non-existent that the Chair of the VTA Board of Directors, County Supervisor Blanca Alvarado, stated “there has been no public process. The single most disturbing aspect of this issue is that the taxpayers have been virtually excluded from participating in the development of a plan that will affect every single resident in this valley in the decades to come.”

MYTH: If the sales tax isn't renewed this year, the \$760 million allocated by Governor Davis to fund the BART-to-San Jose extension is put in jeopardy.

REALITY: The legislation to implement the Governor's transportation plan, AB 2928, allows for significant flexibility so that Santa Clara County will not lose the money. For example, Article 3, section 14556.13(d) of the legislation allows an applicant to “seek funding for a single phase of the project.” If full funding for the entire Fremont to San Jose connection has not yet been secured, the first phase of the project, from Fremont-to-Milpitas, would still be entitled to the \$760 million dedicated by the Governor.

Similarly, if BART wanted to make the connection to San Jose using standard-gauge rails already in place, they would be able to, as the BART to San Jose project description in Article 5 section 14556.40 does not specify a particular technology that BART must use to connect with San Jose. Finally, even if a totally new alternative was found for the corridor, a lead agency “may submit an application for an alternate or substitute for a project specified” [article 3, section 14556.12 (b)1].

MYTH: This sales tax would give us enough money to bring BART to San Jose.

REALITY: BART to San Jose would still be at least a billion dollars in the hole, and we are not sure the federal government will contribute anything. If BART is delivered “quickly” (within ten years or so) there

will also be at least an additional billion dollars of bond financing costs. Then there are BART's typical massive cost overruns and \$780 million in operating subsidy needed over twenty years. Where is all this money coming from? No financing plan has been produced to show how these costs will be covered. In the counties that already have BART, property taxes had to be raised to pay for ongoing costs.

MYTH: The tax reauthorization needs to be put on the ballot *now*, while the economy is strong and people have confidence in government.

REALITY: Santa Clara County voters understand that investments in transportation infrastructure, whether sidewalks, bike lanes, roads, buses, trains, or highways, is *good* for the economy. In fact, one of the transportation sales tax passed in 1992, a year when the economy was very weak. Voters will also have more faith in government in 2002 and 2004, when VTA will deliver most of projects promised in the 1996 transportation measure.

MYTH: The sales tax must be renewed during this presidential election year, when high voter turnout is assured.

REALITY: The sales tax doesn't expire for six more years. By putting it on the ballot in 2002, any remaining legal questions could be eliminated in time for the presidential election in 2004. By not rushing headfirst to place this on the ballot this year, we'll have the chance to build a stronger sales tax measure: one that meets the needs of *all* Santa Clara County residents, one that relies on a public process, instead of a hasty process; and one that provides adequate information to ensure that tax dollars are being used as effectively as possible.

MYTH: It is necessary to include BART in the sales tax reauthorization so that other important yet politically unpopular projects can be included.

REALITY: Santa Clara County voters have been long-time transit supporters. In fact, over the past sixteen years all three transportation sales tax measures that were put on the ballot have passed (in 1984, 1992 and 1996). None of these ballot measures had BART in them. A February 2000 poll by the Metropolitan Transportation Commission showed that although 91% of respondents wanted BART between San Jose and Fremont, 88% also supported extending light rail from San Jose to Fremont.² The poll done by the Silicon Valley Manufacturing Group somehow left out questions about any other rail alternatives in that corridor.

MYTH: Higher land costs will make projects much more expensive if we wait.

REALITY: Since most projects would not be started until after 2006, whether we pass the tax now or in two years, land costs are largely a moot point. The only project in the package that requires a major right-of-way purchase is BART, and the land costs are expected to make up just 5% of the overall project or \$244,147,000. It is unclear that land would be purchased much earlier if the tax was passed in 2000 as compared to 2002. But even if the land is purchased two years earlier, and prices rose 20% during that time, it would save just \$50 million. Furthermore, that money would be bonded, and the interest on \$244 million during those two years would come to approximately \$35 million, nearly eliminating the savings. The same calculations hold true for constructions costs, so to rush the tax because of possible price increases makes no sense.

On June 15, 2000, the Valley Transportation Authority’s (VTA) board packet included a preliminary list of projects for the proposed Santa Clara County transportation sales tax, intended for discussion purposes. With traffic congestion at unprecedented levels and getting worse all the time, putting Santa Clara County’s transportation sales tax up for renewal on the November 2000 ballot might at first seem like a good idea. However, the tax doesn’t actually expire until 2006. In other words, there is plenty of time left – nearly six years – to craft and pass a better plan, before the current sales tax will expire.

This report outlines the myriad pitfalls of rushing ahead with the sales tax measure now, when the only information available is extraordinarily incomplete. Instead, we must all work together to craft a better sales tax measure – one that addresses the needs of all county residents – and must do so in an open manner that includes broad public input. There is no time to do this by August 8, the deadline for putting the proposed measure on the November 2000 ballot.

This report outlines five broad reasons why the proposed plan is fundamentally flawed:

- Incomplete studies leave voters and decision makers in the dark.
- Critical projects and programs that serve the community have been left out and are underfunded.
- The proposed sales tax will leave the BART extension massively underfunded.
- The combination of an A/B advisory measure, along with BART’s history of chronic funding shortfalls, means that funding for other projects is uncertain, and likely to be sucked up by the BART extension.
- The plan’s benefits are concentrated in small parts of the county

INCOMPLETE STUDIES LEAVE VOTERS AND DECISION-MAKERS IN THE DARK

One reason to wait is to ensure that the list of projects will deliver the greatest congestion relief and transit options. The preliminary “for discussion only” list put out by the Valley Transportation Authority on June 15, 2000 includes a long list of projects. The VTA memo said these projects were analyzed for their effectiveness.

However, these analyses have only recently been released, and – with an expenditure plan that must be approved within a few weeks – the public certainly will not have sufficient time to scrutinize what information may exist. This is a critical point because analysis by the Metropolitan Transportation Commission (MTC) in March 2000 showed that extending BART to San Jose is the least effective project choice in the Fremont-South Bay corridor (see chart below.)

Project	Capital Cost	Net Annual Operating Cost	New Riders (daily)	Cost/ New Rider
VTA light rail to Fremont BART <i>and</i> express bus service between Santa Clara County and Fremont, Tri-Valley, San Joaquin and Hayward	\$520 million	\$26.46	13,500	\$16.93
BART to San Jose	\$4,045 million	\$18.40	11,500	\$100.30

Source: Metropolitan Transportation Commission, *Transportation Blueprint for the 21st Century*, March 2000

Yet the BART project is expected to consume about half of the proposed sales tax. Without the benefit of clear analysis and some key additional studies to clarify the discrepancies, voters can not make informed choices. On June 23, VTA released an updated list, which still showed BART to be enormously expensive. VTA claimed that per-passenger costs could be driven down, but doing so would require high densities, similar to those in San Francisco. Decisions about the Valley's future growth cannot be made in a month, and as a result, claims for lower per-passenger costs that are predicated on unparalleled changes in growth patterns are dubious at best.

A \$7 million Major Investment Study for the Fremont-South Bay Corridor has already been proposed, and could be completed in time for a 2002 expenditure plan. The study could show us which option(s) would bring the most transit riders, bring the greatest congestion relief, and bring that relief most quickly. Without the benefits of additional studies such as these, voters can not make informed choices. Besides, this proposed sales tax would expire in 2026, a time frame so far away that additional planning could only be beneficial.

Before leaping ahead to approve a ballot measure, doesn't it make sense to be sure that tax dollars will be spent wisely?

CRITICAL PROJECTS AND PROGRAMS THAT SERVE THE COMMUNITY HAVE BEEN LEFT OUT AND ARE UNDERFUNDED

Sales taxes are the most flexible of all transportation funding sources, and can potentially be used to meet a broad range of people's needs. Yet the preliminary list of projects fails to meet a number of community needs including: making streets safer for pedestrians, increasing bus service and extending night and weekend transit service, enhancing paratransit service for seniors and the disabled, funding Santa Clara County's welfare-to-work plan, and funding transit-oriented workforce housing to increase workers' proximity to transit and their propensity to ride it.

Very Little Money To Improve Street Safety

According to a recent report, Santa Clara County is the second most dangerous county in California for pedestrians, with 33 fatalities and 600 injuries in 1998.³ Yet, only slightly over one-quarter of one percent (.0027) of the preliminary sales tax proposal would be dedicated to a pedestrian program. California pedestrians account for 20% of all traffic fatalities, and being hit by a car while walking is the second leading cause of death for California children aged 5-12. Increasing pedestrian safety is an investment in saving lives, an investment in reducing local traffic congestion as more people feel safe to walk, and the only feasible way of reducing the public health and personal costs associated with these injuries and fatalities. Alameda County's transportation sales tax measure, which will be voted on in November, and proposed state legislation each devote 5% of total funding to bicycle and pedestrian projects, as compared with the proposed 1.3% in the current version of the Santa Clara County sales tax.⁴

No Money for Bus Service

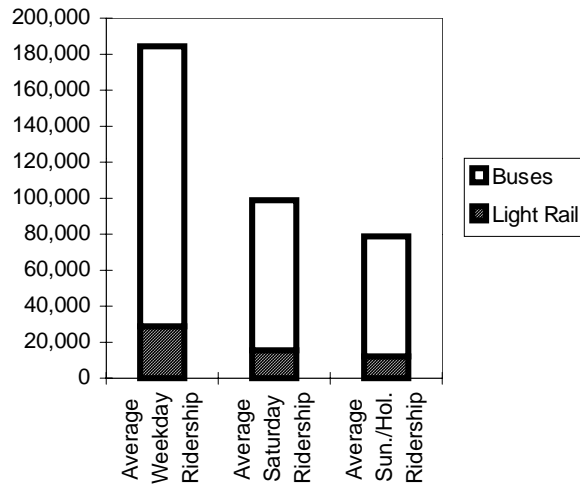
Buses have exceptional flexibility when compared to trains and light rail, as routes can be reconfigured more easily to meet changing transit needs. Buses are also the workhorse of the VTA system, carrying 84% of all VTA passengers (see Figure 1).

Furthermore, as shown in Figure 2, the vast majority of Santa Clara County workers live in Santa Clara County. Thus, as the preliminary sales tax proposal lacks a single penny for buses, it clearly is not meeting the needs of a large number of Santa Clara County residents, many of whom ride the bus to work.

No Money To Increase Night and Weekend Service

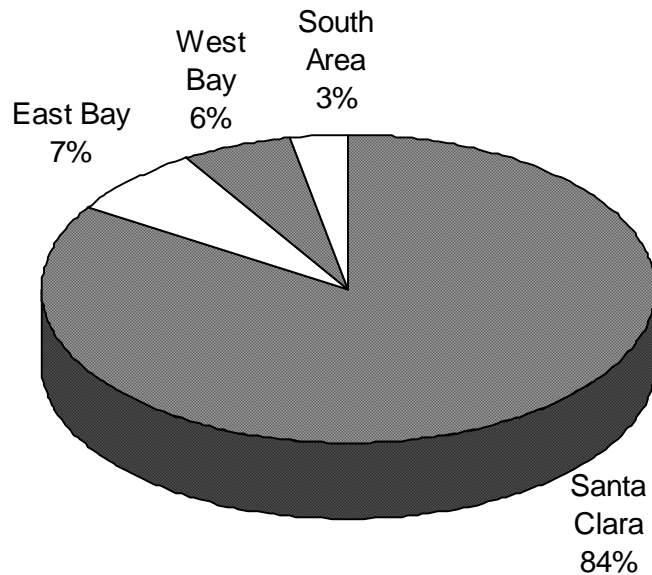
Currently, only one VTA bus route and two light rail lines operate 24 hours a day. Approximately 15 bus routes don't operate at all on weekends or holidays (and this doesn't include an equal number of commute-oriented bus routes that only operate on weekdays). For low-income communities and people transitioning from welfare to work, night and swing shifts frequently offer the highest wages. The current dearth of late-night and weekend transit service denies low-income workers – many of whom do not own cars – access to better employment opportunities. Yet, there is no money in the preliminary sales tax proposal to increase night and weekend transit service.

Figure 1: Buses Carry 84% of VTA Riders



Average ridership for April 2000. Data is from Operating Statistics Report, as provided from correspondence with Joonie Tolosa, Management Analyst, VTA Service and Operations Planning, June 20, 2000.

Figure 2: Origins of Commuters to Santa Clara County



Most Santa Clara County workers live in Santa Clara County.⁵

No Money for Transit-Oriented Development

Over the last three years, the Metropolitan Transportation Commission and now San Mateo County have used transportation funds (federal and state funding, respectively) to support transit-oriented development. Transit-oriented development (TOD), not only provides critically needed housing and other community amenities, but by placing housing, jobs and other activities near transit, also reduces the demand on the road system and boosts transit use.

In San Mateo County, the City/County Association of Governments dedicated \$2.2 million of their most recent state transportation funding to cities which develop housing near transit stations.⁶ Cities in the county are encouraged to use this money to make projects economically viable and to add amenities that enhance neighborhoods.

A similar project set up in Santa Clara County, funded at \$6 million per year, would help to support approximately 3,000 new bedrooms per year, or about 60,000 over the life of the tax. While some of this transit-oriented housing would happen without this incentive, the incentive will likely encourage planners to do transit-area planning which, in the long run, could result in even more transit-oriented housing than the funding itself would provide.

In the rush to put this plan together, the opportunity for funding TOD has been lost.

No Money for Seniors and People with Disabilities

According to polls by the Silicon Valley Manufacturing Group, meeting the transportation needs of elderly and disabled populations ranked among voters' top three priorities for projects that should be funded.⁷ Yet, the preliminary sales tax proposal includes nothing specifically for paratransit or accessibility projects.

No Money for Lifeline Transit

In Santa Clara County, 144,000 people, including nearly one out of every seven children, live in families with incomes below the federal poverty line.⁸ This group is largely comprised of communities of color. These low income groups are dissuaded from car ownership due to its expense. According to the Automobile Association of America, the average cost of owning and operating a vehicle is about \$6,500 per year. For those who earn a minimum wage equivalent to \$11,500 per year – before taxes – car ownership is close to impossible. Even if a car can be bought, operated and maintained for half of the average cost, it is simply too expensive for most low-income families. These residents must rely on friends with cars or on public transit for most of their travel needs, including those not directly related to finding and keeping a job. Providing public transit is an important tool to help these residents lift themselves out of poverty.

In 1998, Santa Clara County completed its welfare-to-work transportation plan, of which little has yet been funded. The preliminary sales tax proposal includes no funding for such “lifeline” projects as transit discounts for low-income riders or transportation services to child care centers.

THE PROPOSED SALES TAX WILL LEAVE THE BART EXTENSION MASSIVELY UNDERFUNDED

Even if this preliminary sales tax proposal is put on the ballot and voters approve it, it will not provide enough money to complete BART to San Jose. To make the project "pencil out" some dubious assumptions are being made about the likelihood of securing additional federal funding. Furthermore, projections for revenue from the preliminary sales tax proposal may be too high, and estimates for the cost of the BART extension may be too low.

Lower sales tax revenue. Revenue projections for this preliminary sales tax proposal must take into account the significant number of transactions which will take place over the internet, which for the foreseeable future will remain largely untaxed. Particularly in Silicon Valley, with its high level of internet usage, this may significantly reduce local sales tax revenues. Alameda County, which is placing a twenty-year, half-cent sales tax renewal on the ballot this November, only expects to raise \$1.42 billion in funding, three-eighths of what is projected for the proposed Santa Clara County tax.

Unlikely funding sources. VTA's *Preliminary Valley Transportation Plan 2020* assumes the federal New Rail Starts program will contribute \$850 million towards the cost of the BART extension – a questionable assumption indeed. There is no New Rails Starts funding available to the Bay Area until 2007, when the BART-to-San Francisco Airport extension is paid off. This federal program is funded at \$8.2 billion over 6 years and authorizes 191 new rail start projects across the U.S. in places as diverse as New York; Chicago; Los Angeles; Albuquerque, New Mexico; and Little Rock, Arkansas. It would take until 2052 to get these projects funded. Thus, BART to San Jose has to compete against many more effective projects both within and outside the Bay Area that require less funding.

Higher BART costs. VTA's *Preliminary Valley Transportation Plan 2020* (released June 15, 2000) claims that the extension will have a capital cost of \$3.8 billion. The actual price tag is likely to be *substantially* higher for a few reasons:

Interest Costs for Bonds

Interest costs for bonds for the BART project force a choice between two unsavory options. If the choice is made to build the BART extension as soon as possible, this will increase the amount of the sales tax revenue that goes to interest payments, reducing the total amount of money available for other transportation projects on VTA's current list. If, instead, the choice is made to limit interest payments by finishing BART around the year 2020, the public will be left cooling its heels for a long time.

Buy-in Fees May Be Demanded

San Mateo County paid a \$200 million buy-in fee for the eight-mile BART-to-SFO project. Assemblyman Tom Torlakson is leading an effort to require Santa Clara County to pay a buy-in fee. Such a contingency needs to be accounted for in case this legislation passes.

Operating Subsidies Are Needed

Like other operators, BART requires a subsidy to supplement fare-box revenues. In existing BART counties, this has come from local sources, including a special property tax. VTA and the Silicon Valley Manufacturing Group have yet to suggest which additional tax they would like to see created to cover these costs, or which other transit services they would plan to cut if additional taxes are not instated.

Unanticipated Overruns

BART did not anticipate a host of cost overruns, such as materials and land costs, that have sent the cost of their San Francisco Airport extension project ballooning from an original estimate of less than \$700 million. The project was later approved for construction at \$1.167 billion and, including financing costs, will end up costing over \$1.8 billion. Similarly, the Dublin/Pleasanton extension skyrocketed from an estimated price of \$181 million to an actual price of \$571 million, even after one \$30 million station was dropped from the plan. During the ten-year period between the first price estimate and completion of the Dublin extension, the consumer price index rose 41.3%, while the BART price rose 236.6%. Given this track record, the \$3.8 billion estimate to build the project may again be too low.

BART Is Expensive, No Matter Who Builds It

It has been argued that if VTA takes responsibility for building the BART extension, it will be able to hold costs down. The argument rests on the assumption that BART's high construction costs are largely due to inefficient management and bloated bureaucracies. The problem with this argument is that it ignores the high costs that stem from BART's use of unique and expensive technology. For example, BART's tracks are a custom gauge used by no other railroad system in the world. BART's power and signaling systems are also unique. Similarly, BART uses special and unique train coaches which must be custom-built in small batches. Purchasing these specialized components means buying from companies that have monopolies or near-monopolies in these markets. Likewise, boring tunnels under downtown San Jose will require very expensive and specialized construction equipment. Less competition means higher costs and a greater chance of being at the mercy of the contractor when "unexpected" cost overruns are discovered. In short, the extension will have a high probability of cost overruns, regardless of whether BART or VTA is in charge of construction.

A/B ADVISORY + BART SHORTFALLS = NO FUNDING GUARANTEED FOR OTHER PROJECTS

Circumstances are different now than in 1996, when voters passed the transportation sales tax advisory measures A and B. These differences reduce the likelihood that projects listed on the advisory measure will get funded.

The advisory measure is being devised *six years* ahead of time, and has a twenty-year time frame, unlike the ten-year time frame of the 1996 measure. This means that the Board of Supervisors is likely to be totally different by the time the tax starts, and requires trust that a future board will make the right decisions to carry out voters' wishes in fifteen to twenty years from now.

Above all, the 1996 A/B measure didn't include an underfunded mega-project. The truth is that if the tax passes, future Supervisors twelve years from now will not let BART stop four miles short of downtown due to a lack of funds. In fact, it would be completely legal for them to delay or cancel any or all of the other projects on the list. Since BART costs tend to grow by leaps and bounds, and because the project list would simply be an advisory measure, having BART on the A/B measure means that nobody can be certain that any other project will actually get funded.

One way to reduce the likelihood that BART will take funding from other projects is for the advisory measure to have a smaller list of top-priority projects, along with a "first-tier" of additional projects that will receive funding if the full amount of projected revenues are received, and the BART cost overruns are not excessive.

Another way to cut the risk is to follow the lead of Alameda County and make the measure into a special transportation tax. By eliminating the uncertainties of an advisory measure, this would increase voters' faith in the tax and result in a higher number of yes votes. Furthermore, this method would also avoid years of costly delays from lawsuits, which have already been threatened should an advisory measure be attempted.

BENEFITS ARE CONCENTRATED IN SMALL PARTS OF THE COUNTY

Of all the corridor-specific capital projects proposed throughout the county, totaling \$3 *billion*, 58% of this, or \$1.8 *billion*, is directly concentrated along the I-880/Fremont-South Bay corridor.⁹ This leaves just 42% of the remaining corridor-specific projects for the rest of the county. All economic centers, including the Golden Triangle, need to be served by this proposed sales tax.

WHAT SHOULD BE DONE TO IMPROVE THE SITUATION?

There is a significant need for transportation improvements in Santa Clara County. Traffic congestion is mounting; local streets and roads are dangerous and deteriorating. A vast number of people are dependent upon a public transportation system that does not adequately meet their needs. Transportation sales taxes are one of the most powerful mechanisms available for the County to raise such transportation funds.

There are compelling reasons not to move ahead with the preliminary sales tax proposal at this time. The sales tax, as proposed, will cost county residents and companies \$3.76 billion in current dollars between 2006 and 2025; yet, the preliminary sales tax proposal has had almost no public input or review. Because the current sales tax does not expire until 2006, there is time to place a transportation sales tax on the ballot in the next few years.

The Board of Supervisors should initiate a planning process to put a sales tax on the ballot in 2002 or 2004. This will allow for additional time to study and choose the most efficient investments possible in order to ensure that the best transportation choices and the greatest traffic relief is provided throughout the county. More importantly, this will give time for broad input to be received from the entire community. Making sure that voters have input into the ballot measure that they will be asked to vote for should be of paramount importance.

¹ From memo distributed at VTA Board of Director's Workshop.

² Metropolitan Transportation Commission. *Bay Area Transportation Blueprint for the 21st Century: Public Outreach Notebook* April 2000.

The survey was conducted in February 2000. Out of 250 Santa Clara County respondents, 78.8% ranked a BART extension as a high priority, and 12.4% ranked it as a medium priority. When asked about extending the Santa Clara light rail system from San Jose to BART in Alameda County, 65.2% of respondents ranked it as a high priority, and 22.8% ranked it as a medium priority.

³ *1998 Annual Report of Fatal and Injury Motor Vehicle Traffic Collisions*, Department of California Highway Patrol, as reported in *Caught in the Crosswalk*, Surface Transportation Policy Project.

⁴ Santa Clara Valley Transportation Authority, *Preliminary Valley Transportation Plan 2020*, June 15, 2000. \$40 million for bicycle projects and \$10 million for pedestrian projects, out of a projected total of \$3.762 billion.

⁵ From Metropolitan Transportation Commission, *1990 Census - Working Paper #2*

⁶ The allocation is \$2,000 per bedroom (or slightly less if the number of projects exceeds available funding). The minimum qualifying density is 40 units per acre, preferably mixed with other uses, and located no more than one-third of a mile from SamTrans or a rail station. In the first project cycle, five projects qualified (with a total of 795 units and 1,282 bedrooms). The Metropolitan Transportation Commission's Transportation for Livable Communities Program is more flexible, and can be used for any improvements, not just housing, that supports more transit. They currently dedicate \$9 million per year, but this is spread across the whole region.

⁷ Verbal communication with Carl Guardino of the Silicon Valley Manufacturing Group on June 7, 2000.

⁸ Census Bureau estimates as of 1995 based on March 1996 Current Population Survey, the latest for which data are available at the county level. Available at www.census.gov/hhes/www/saipe/stcty/estimate.html

⁹ Santa Clara Valley Transportation Authority, *Preliminary Valley Transportation Plan 2020*, June 15, 2000.

The total sales tax revenue is projected to be \$3.762 billion. Of this amount, \$3.16 billion (see table below) would be for corridor-specific capital projects. Of these projects, \$1.823 billion, or 58%, would be for projects in the I-880/Fremont-South Bay corridor (see subsequent table).

VTA Preliminary Valley Transportation Plan 2020 Projects:

Capital Projects (Corridor Specific)	(millions)	Non-Capital Projects (Non-Specific)	(millions)
Freeways	\$600	Local Streets and County Roads	\$140
County Expressways	\$140	Transportation Systems Operation and Management	\$70
Transit Program	\$2,420	Pavement Management Program	\$300
		Bicycle Program	\$40
		Pedestrian Program	\$10
		Landscape Restoration and Graffiti Removal Program	\$20
		Soundwalls	22
Capital Projects TOTAL	\$3,160	Non-Capital Projects TOTAL	\$602

VTA Preliminary Valley Transportation Plan 2020 Projects:

I-880/Fremont-South Bay Corridor Projects	(millions)
BART to San Jose (included in "Transit Program" category)	\$1,700
Montague Expressway/Commuter Rail/BART grade separation (included in "County Expressway" category)	\$25
I-880 Widening for HOV lanes from SR 237 to Montague Expressway (included in "Freeways" category)	\$45
Coleman Avenue/I-880 interchange improvements (included in "Freeways" category)	\$53
I-880/Fremont-South Bay Corridor Projects TOTAL	\$1,823