



# California Self-Help Counties and Transportation Funding

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Riverside County Transportation Commission



# Traditional Transportation Funding

- Not keeping up with transportation needs
- CA revenue to cover only 45% of costs
- Local revenues:
  - ✓ \$158.4 billion
  - ✓ 65% of CA total





# California's Need: Significant, Steady Funding

## California's Response: Go Local

- CA needs funds for an efficient system
  - ✓ Freeways, rail, transit, bikes/pedestrians
  - ✓ Goods movement: ports to rail and trucks
  - ✓ Personal mobility: accessible, quality of life



- Local Response
  - ✓ Local sales taxes
    - ❖ Dedicated portion for transportation
  - ✓ Local tolls
    - ❖ User pays for use



# Self-Help Counties Coalition



- Founded in the 80's, 20 agencies
- 81% of CA's pop. included (30M)
- Each with a sales tax program
- Voter approved, 2/3 vote
- Tax dedicated to transportation
- State Board of Equalization collects sales tax
  - ✓ Transfers transportation portion to each county
  - ✓ Administrative fee



# Self-Help Counties Coalition Project Funding

## Self-Help Transportation Spending in California\*

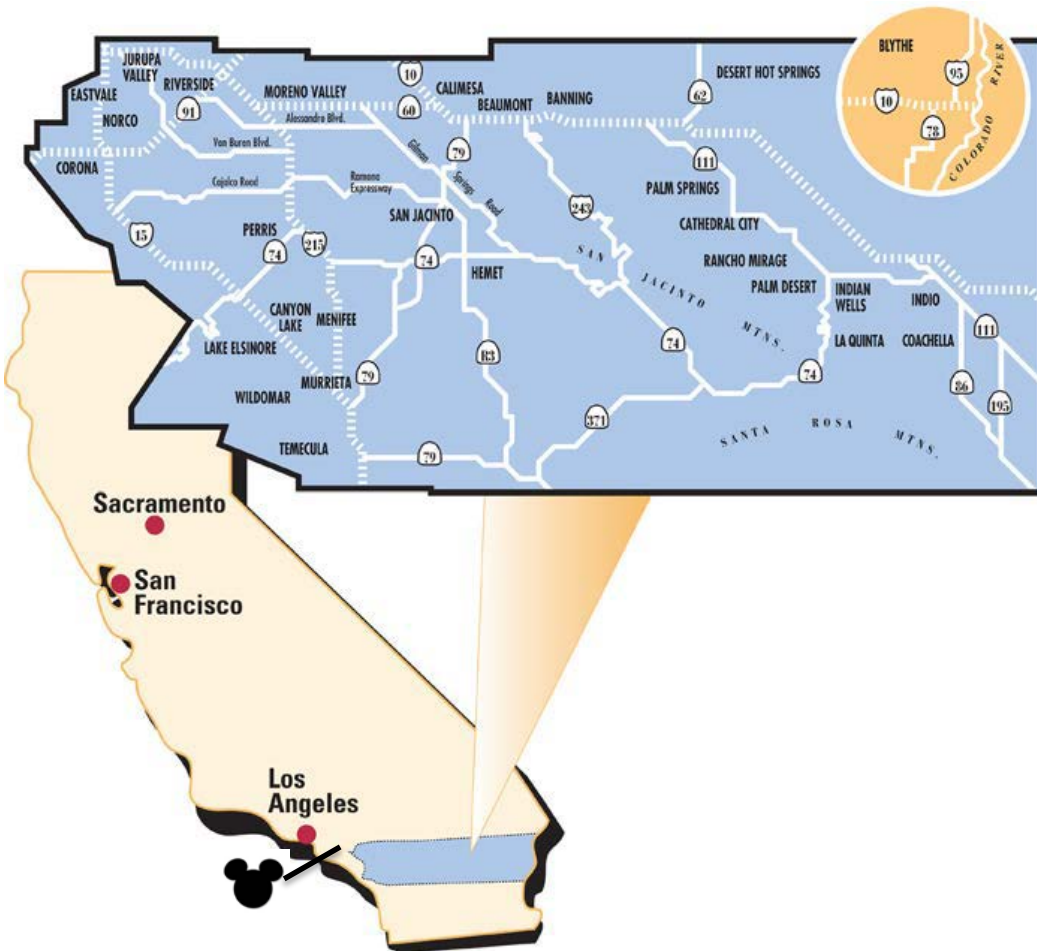
Capital Projects	\$45.9B
Local Streets & Roads	\$23.9B
Mass Transit	\$17.6B
Paratransit	\$3B
Express Bus	\$1.8B
Bicycle & Pedestrian	\$1.3B
Program Administration	\$997.6M
Other	\$908.1M
Transit Oriented Development	\$264.4M

**TOTAL: Over \$95B**

- \$3-4 billion generated annually
- \$95 billion estimated spending over the next 28 years
- Variety: freeways, mass transit, active transportation, etc.
- Tailored: Each agency's sales tax program meets local needs



# Riverside County





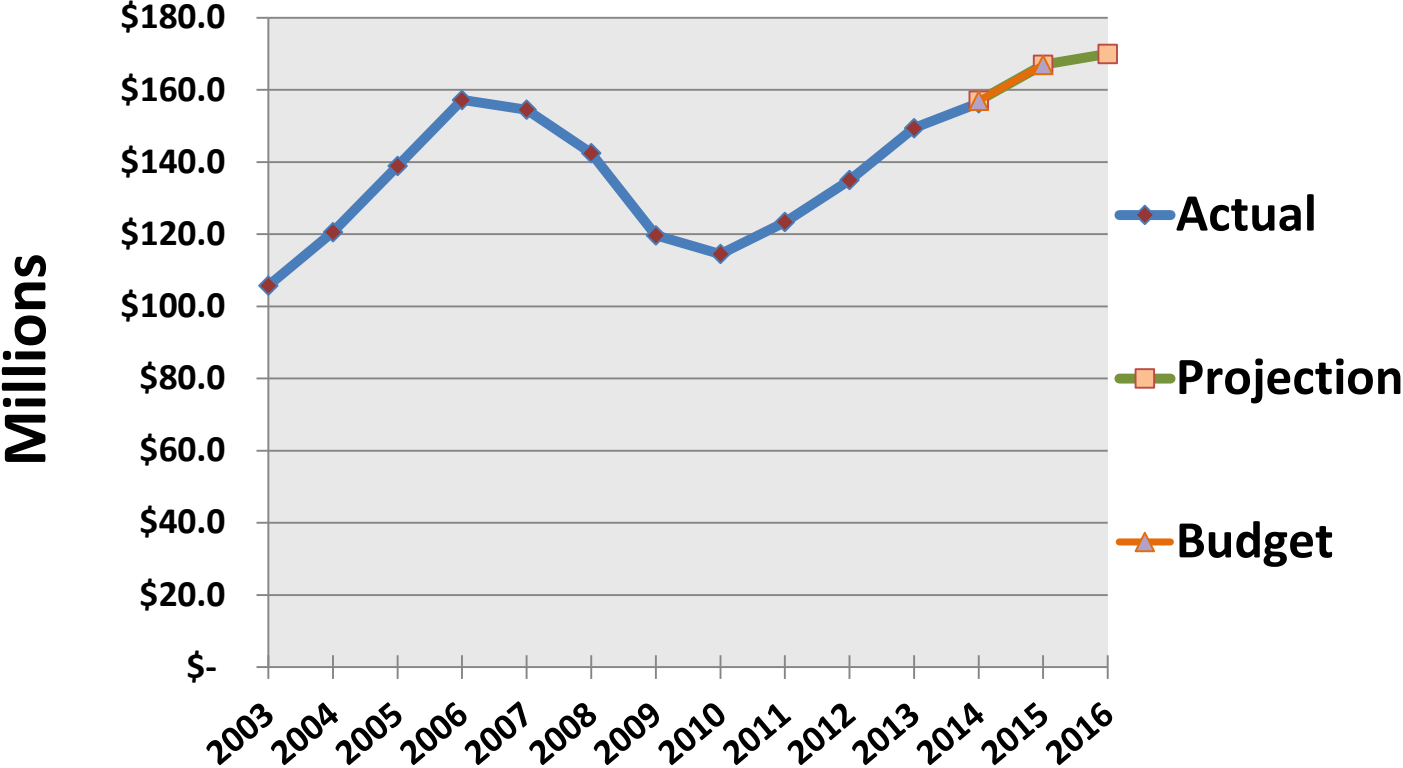
## Riverside County: Measure A

- Riverside County Transportation Commission created in 1976
- Administers Measure A funding; county transportation services
- 32-member board, small staff
- 1988: Original Measure A
  - ✓ 78.9% voter approval
  - ✓ 20-year plan (1989-2009)
- 2002: Extension of Measure A
  - ✓ 30-year plan (2009-2039)
  - ✓ Estimated revenue: \$4.7 billion





# Measure A Half-Cent Sales Tax Revenue







# Why do Voters Support These Sales Tax Measures?

## ■ **Accountability**

- ✓ Oversight by local elected officials
- ✓ Access to local officials - RCTC Board composition
- ✓ Citizen's Oversight Committee

## ■ **Transparency**

- ✓ Published expenditure plan – tangible projects
- ✓ Specific project and program commitments
- ✓ Promises made, PROMISES KEPT

## ■ **Responsibility**

- ✓ Small staff, small administrative costs – 1% cap



# Why Local Tolling?

## Finite funding

- Measure A sales tax can't fund it all
- Gas tax erosion
- Highway Trust Fund uncertainty
- CA state fund limits

## Tolling precedent

- User-based financing
- Southern California
- National

## Build more improvements

- Leverage Measure A revenue
- Meet voter commitments

## Access other financing sources

- Toll revenue bonds
- Federal loans (TIFIA)

## San Francisco Bay Area

- Golden Gate Bridge
- I-680 Express Lanes
- Antioch Bridge
- Benicia-Martinez Bridge
- Carquinez Bridge
- Dumbarton Bridge
- Richmond-San Rafael Bridge
- San Francisco-Oakland Bay Bridge
- San Mateo-Hayward Bridge
- I-880 Express Lanes
- SR 237 Express Lanes

Existing  
Facilities

## Los Angeles County

- I-10
- I-110 Metro Express

## Orange County

- SR 73 Toll Road
- SR 133 Toll Road
- SR 241 Toll Road
- SR 261 Toll Road
- SR 91 Express Lanes

## San Diego County

- I-15 Express Lanes
- SR 125 South Bay Expressway



# Existing and Planned Facilities

## San Francisco Bay Area

- Golden Gate Bridge
- I-680 Express Lanes
- Antioch Bridge
- Benicia-Martinez Bridge
- Carquinez Bridge
- Dumbarton Bridge
- Richmond-San Rafael Bridge
- San Francisco-Oakland Bay Bridge
- San Mateo-Hayward Bridge
- I-880 Express Lanes
- SR 237 Express Lanes

## San Francisco Bay Area

- I-580 Express Lanes
- SR 237 Extension
- I-680 Southern Segment, Sunol Northbound, Contra Costa County Northern Segment
- I-880 Express Lanes
- SR 85 Express Lanes
- U.S. 101
- I-80 Express Lanes

## Monterey County

- SR 156 Toll road

## Ventura County

- U.S. 101 HOT Lanes

## Los Angeles County

- I-10
- I-110 Metro Express

## Orange County

- SR 241/91 Express Lanes Connector
- SR 241 Toll Road Extension
- I-405 Express Lanes

## Orange County

- SR 73 Toll Road
- SR 133 Toll Road
- SR 241 Toll Road
- SR 261 Toll Road
- SR 91 Express Lanes

## Los Angeles County

- I-5 Express Lanes
- I-405 Express Lanes
- SR 710 Bypass
- High Desert Corridor

## Riverside County

- RCTC 91 Express Lanes Extension
- RCTC I-15 Express Lanes

## San Bernardino County

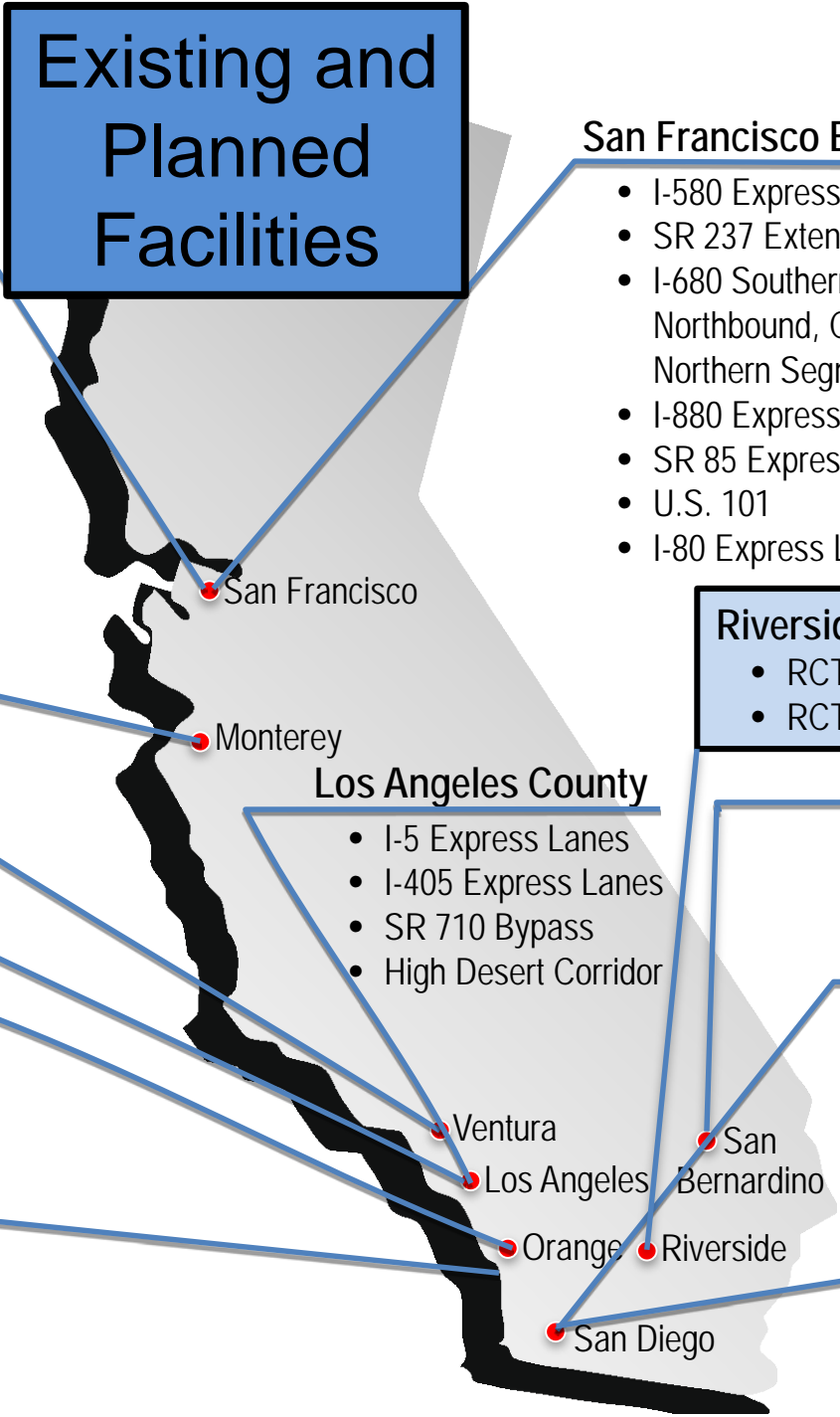
- I-10 Express Lanes
- I-15 Express Lanes
- High Desert Corridor

## San Diego County

- SR 11/Otay East Border Crossing
- I-805 Managed Lanes
- I-5 Managed Lanes
- SR 78 Managed Lanes

## San Diego County

- I-15 Express Lanes
- SR 125 South Bay Expressway





# RCTC and Tolloed Express Lanes

RCTC to operate and maintain in Riverside County

Established customers: 64% of existing 91 Express Lanes customers live in Inland Counties

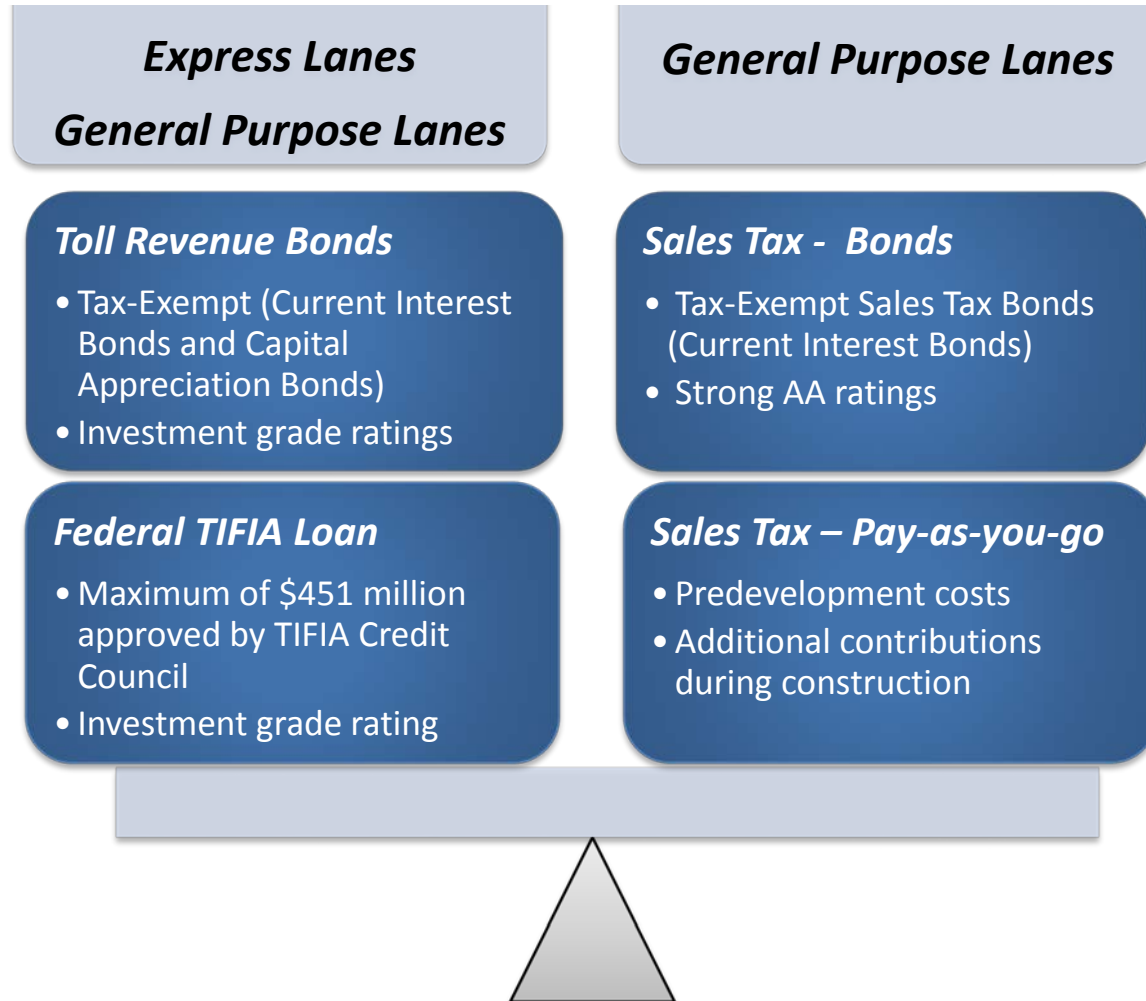
**Extend** proven 91 Express Lanes – seamless : one account, one transponder

**Construct** new I-15 Express Lanes

Toll revenue used to construct, operate & maintain



# 91 Project Financing





# 91 Project Financing



RCTC Measure A Sales Tax Contributions	Amount
Pre-Development Sales Tax (2007-13)	\$73,597,000
Sales Tax Bonds (2013)	\$462,200,000
Pay-as-you-Go Sales Tax (>2013)	\$134,452,000
	\$670,249,000

Type of Debt	Amount	Interest Rate
Toll Revenue Bonds	\$176,655,000	6.28%
Measure A Sales Tax Bonds	\$462,200,000	4.54%
Federal TIFIA Loan	\$421,054,000	3.47%
	\$1,059,909,000	4.41% (weighted avg.)



# Summary Benefits of Local Sales Taxes, Local Tolls

- **Significant** and **Steady** fund sources
- **Mobility**: increased ability to move people and goods
- **Voter Accountability** and **Voter Confidence** in programs
- Sales tax programs are **Single Purpose** and **Mode Neutral**
- Local choice - **Constituent Approved** and **Locally Controlled**
- **Job creation**: local infrastructure spending creates local jobs

