

Attachment C: Local Revenue Options

OPTION	ENABLING MECHANISM	ROAD NEXUS	POTENTIAL ANNUAL REVENUE	ADVANTAGES	DISADVANTAGES	COMMENTS
Regional Sales Tax (County wide) Transportation Authority	Revenue Code 7251 Public Utility Code 180005	Indirect: Accepted measure to address regional needs	Countywide \$20-25 million with 25% to Road Maintenance (\$2-2.5 million to County)	<ul style="list-style-type: none"> Provide broad support among many transportation users Long Term / predictable Most ambitious program 	<ul style="list-style-type: none"> Cities have already enacted 1/2% sales tax Would be part of broad transportation package 	<ul style="list-style-type: none"> SLOCOG conducting survey 20 Counties has adopted sales tax measures for Transportation Funding Santa Barbara County has 30 year program adopted
	2/3 voter approval					
General Sales Tax (unincorporated)	Revenue Code 7285 (AB 2119) County Code 3.04	Indirect Majority of Cities have utilized	Approximately ¼ cent <u>\$1.75 to 3 M</u> ½ cent <u>\$3.5 to 6 M</u>	<ul style="list-style-type: none"> Less than 2/3 vote required Brings County in line with Cities tax level 	<ul style="list-style-type: none"> No "maintenance of effort" funding clause Advisory vote use Cities tax level 	Requires Advisory vote to direct to Road Maintenance.
	50% voter approval					
Special Sales Tax (unincorporated)	Revenue Code 7285.5 (AB 2119) County Code 3.04	Indirect;	Approximately ¼ cent <u>\$1.75 to 3 M</u> ½ cent <u>\$3.5 to 6 M</u>	<ul style="list-style-type: none"> Secures funding for specific use 	<ul style="list-style-type: none"> Would require a MOE clause so as not to displace current funding. 	Unaware of agency which has passed
	2/3 voter approval					
Parcel Tax (ad valorem)	Revenue Code 75.10	Direct; parcel do require roads for access. Use not tied to specific parcel	Potential 0.00023% of Assessed value or \$23.50 per \$100,000 of assessed value provides for \$150,000,000 bonding capacity	<ul style="list-style-type: none"> Could be used to issue G.O Bonds for system upgrade Assessed by property value undeveloped lots (non-road users) 	<ul style="list-style-type: none"> Most parcels have relatively good roads fronting their parcels within urban areas 	Grover Beach is example. For \$150,000,000, the system would be upgraded to a PCI level of 70 which would allow for future maintenance to be done using lower costs seal coat efforts with occasional overlays.
	2/3 voter approval					
Vehicle License Fee Enhancement	Revenue Code 11106 Allows \$10 max charge	Direct users fee	Approximately 108,000 licensed vehicles in unincorporated = \$1.1 million	<ul style="list-style-type: none"> Direct/ reliable funding Clear connect to roadway use 	<ul style="list-style-type: none"> Insufficient funding to cover needs 	\$10 annual limit by statue caps this option. Would need to seek legislative revision to raise annual collection to \$ 25 annually to meet maintenance needs
	50% voter approval					
Local Gas Tax Enhancement	Revenue code 9501 Requires distribution Agmt between Cities- County	Direct users fee	An additional 10 cent per gallon local gas tax would generate approximately \$ 3,000,000 annually for the County	<ul style="list-style-type: none"> Collects revenue from County visitors/ Route 101 corridor traffic 	<ul style="list-style-type: none"> Further increases area's fuel cost 	When surveyed by SLOCOG in 2011, response can very low at 22% support
	50% voter approval					