



POST ELECTION WRAP-UP

Voters approved a historic \$42.5 billion investment on Election Day to overhaul the state's aging infrastructure systems and facilities. Appearing on the ballot as Propositions 1A, 1B, 1C, 1D, 1E and 84, the measures fund improvements for the state's roads, bridges, schools, ports, levees and open spaces. The bond package, which is the biggest in California's history, allocates \$19.9 billion for public transportation and relieving traffic congestion; \$10.4 billion for school repairs and expansion; \$4.1 billion for levee improvements and flood control; \$2.85 billion for affordable-housing projects; and \$5.4 billion for water quality improvements and the protection of natural resources. The measures also include a law that requires the state to use the gasoline tax only on transportation projects – closing the "Prop. 42 loophole."

Equally as important, Proposition 90, which was opposed by a coalition of government and industry groups including the California Infrastructure Coalition (CIC), was rejected by 52.5 percent of voters. The measure would have increased the price of property acquired through eminent domain making public works projects more expensive. Prop. 90 could also have led to costly litigations, and in turn, would have made it difficult for cities to plan for development. The measure's defeat is another victory for the infrastructure bonds, which would have been hindered by the approval of Prop. 90.

Last March, CIC ran a public awareness campaign urging Governor Schwarzenegger and legislative leaders to place a comprehensive public works bond package on the statewide ballot. After extensive negotiations, the governor and legislature settled on Propositions 1A – 1E; Proposition 84 was placed on the ballot through the signature-gathering process. The measures' approval means hundreds of construction projects throughout the state will have funding to improve quality of life for all Californians.

Results of the measures:

- **Proposition 1A:** The measure restricts the ability of lawmakers to use sales tax revenue from gasoline purchases for any purpose other than highway construction and repair. The proposition was approved by 76.6 percent of voters.
- **Proposition 1B:** The \$19.9 billion bond measure allocates \$11.3 billion on highway and local road projects aimed at reducing congestion, including \$1 billion for improvements to Highway 99 in the Central Valley. The proposition was approved by 61.3 percent of voters.
- **Proposition 1C:** The \$2.85 billion bond measure provides \$1.5 billion to existing state housing programs aimed mainly at helping low-income families and seniors, the homeless and farmworkers. The proposition was approved by 57.5 percent of voters.
- **Proposition 1D:** The \$10.4 billion bond measure helps reduce school overcrowding, update schools for technology and career education and build college labs. The proposition was approved by 56.6 percent of voters.
- **Proposition 1E:** The \$4.1 billion bond measure provides funds to strengthen the aging levees in the Central Valley and Sacramento/San Joaquin Delta. The proposition was approved by 64 percent of voters.
- **Proposition 84:** The \$5.4 billion bond measure divides funds among a variety of projects, including park acquisition, flood control, and a host of other efforts aimed at stretching the state's water supply and safeguarding open spaces. The proposition was approved by 53.8 percent of voters.

In addition to the statewide infrastructure bond measures, 10 counties had local sales tax measures for transportation on the November ballot. With local road repair being the responsibility of each city and county in California, county sales taxes provide an important source of funding for maintenance and improvement for transportation systems across the state. While counties do not make voting numbers official until December 5, the reporting deadline, it appears four out of the 10 local sales tax measures received the necessary 2/3-majority (67 percent) vote for approval.

Results of the measures:

- **Fresno County – Measure C:** This measure renews a 20-year 1/2-cent sales tax and provide \$1.7 billion in funds for regional transportation programs, road repairs and public transit projects in the county. The measure was approved by 76.9 percent of the voters.
- **Madera County – Measure T:** This measure renews a 20-year 1/2-cent sales tax and provide \$213 million in funds for transportation improvements, including widening roads and interchanges in the county. The measure was approved by 72.7 percent of the voters.
- **Orange County – Measure M:** This measure renews a 30-year 1/2-cent sales tax and provide \$11.8 billion in funds for the expansion of local highways, construction of interchanges and increase public transit service in the county. The measure was approved by 68.5 percent of the voters.
- **San Joaquin County – Measure K:** This measure renews a 30-year 1/2-cent sales tax and provide \$2.5 billion in funds to create a multi-modal transportation network, reduce congestion and improve air quality in the county. The measure was approved by 77.3 percent of the voters.
- A new 30 –year 1/2 –cent sales tax in Tulare County received 66.62 percent of the vote – just shy of the 66.6 percent plus one vote requirement for passage. It was not clear how many absentee and provisional votes remained to be counted. If approved, the measure would provide \$653 million in funds for transportation improvements, including public transit and transportation programs that improve mobility and air quality within the county.