

ANALYSIS AND ARGUMENTS FOR COUNTY MEASURE A

RELATING TO THE COUNTY VEHICLE LICENSE FEE
TO BE SUBMITTED TO THE VOTERS AT THE CONSOLIDATED PRIMARY ELECTION
TUESDAY, JUNE 4, 1968

ANALYSIS OF MEASURE A BY COUNTY COUNSEL*

GENERAL ANALYSIS BY THE COUNTY COUNSEL

A "Yes" vote on this measure is a vote to repeal the county vehicle license fee.

A "No" vote is a vote to retain the county vehicle license fee.

For further details see below.

DETAILED ANALYSIS BY THE COUNTY COUNSEL

This measure, if adopted by the voters, would repeal Santa Clara County Ordinance No. NS-214. The ordinance that is proposed to be repealed contains the following major provisions:

1. Imposes a vehicle license fee on motor vehicles registered in Santa Clara County as authorized by state law.
2. Makes a finding that the fee is necessary to continue further construction of the county expressway system without increasing the property tax.
3. Measures the amount of the fee by the value of the vehicle as determined by the Vehicle License Fee Law of the State of California.
4. Fixes an annual minimum fee of three dollars and a maximum fee of ten dollars per vehicle.
5. Restricts the use of the revenue derived from the fee to the construction of the county expressway system or the select system of the county after deducting the costs of collection.
6. Provides that the County of Santa Clara shall contract with the State Department of Motor Vehicles to administer the collection of the fee.
7. Exempts from payment of the fee, trailer coaches and vehicles held for sale by a manufacturer, distributor or dealer.

The effect of the initiative ordinance, if adopted, will be to repeal the above provisions commencing with the calendar year 1969.

JOHN R. KENNEDY, County Counsel

*Section 3781 of the Elections Code of the State of California requires the County Counsel to prepare an impartial explanation of each county measure appearing on the ballot.

ARGUMENT FOR MEASURE A

Vote YES to repeal the Santa Clara County Auto Tax. The Board of Supervisors enacted an ordinance imposing the \$10 auto tax on the citizens of this County, without giving us the opportunity to vote on the measure. We now have that opportunity.

We urge you to vote YES to repeal the unfair auto tax because it is not related to the actual use of the expressway system. Many people may use the expressways very little while others may use them constantly. Yet each pays the same tax.

Secondly, the tax is not related to ability to pay. A working man or a pensioner is taxed the same as a wealthy person.

Furthermore, if it is cars which they tax today, perhaps it will be TV sets tomorrow. A precedent will have been set.

Moreover, do we really need a vehicle tax? Have adequate economies been initiated? Have alternate and more equitable methods of taxation been thoroughly investigated? We think not.

Will the continuous building of expressways solve our basic transportation problem? Have alternate solutions, such as a county-wide public transit system, been completely explored? Once more, we think not.

Proponents of the tax have falsely implied that the vehicle tax would provide property tax relief. But the intelligent voters of this county realize that this argument merely means that the Board is dipping into our other pocket.

For the above reasons, we urge you to vote YES on this Ordinance to Repeal the Auto Tax.

PATRICK HANCOCK
GRANT E. DANIELSON
EARL W. LEE

Co-Chairmen, Committee to Fight
the Santa Clara County Vehicle Tax

ARGUMENT AGAINST MEASURE A

One of the nation's most dynamic and successful systems of arterial highways is endangered by Measure A.

The ballot proposition would repeal the county ordinance which established a local vehicle license fee for continued financing of the Expressway Program, thereby annihilating a program designed to keep Santa Clara County from strangling in its own traffic snarl.

The license fee, after careful analysis of a variety of other possibilities, was determined to be the most equitable and most feasible method to continue expressway financing.

A NO vote means you are an informed voter who recognizes the dire consequences of not continuing the Expressway Program.

If you believe continuation of the county's unique Expressway Program is essential to preserve the mobility necessary for economic growth to match population increase, you should vote NO.

If you are against further burdening of the property tax, vote NO.

If you believe that the backbone first-phase Expressway System totaling 42 completed miles has saved you motoring time and money, but that more miles and additional traffic-carrying lanes and interchanges must be added to meet a growing vehicle population, you should vote NO.

If you believe a maximum cost of 83 cents a month to speed you to and from work and to county recreation and shopping areas is equitable, then vote NO.

If you agree that a pay-as-you-go program which escapes expensive bond interest charges is a fiscally sound approach, vote NO.

If you believe a user tax graduated according to value of vehicle and number of vehicles owned—just as the state auto tax—is equitable, then vote NO.

If you oppose traffic congestion, vote NO on Measure A.

RALPH H. MEHRKENS, Chairman
Board of Supervisors, County of Santa Clara

GEORGE A. MANN, Registrar of Voters, Santa Clara County