

COUNTY OF SACRAMENTO

MEASURE A

To fix potholes and repair damaged streets; provide safe routes to school; expand affordable senior and disabled transit services; eliminate bottlenecks and improve emergency response times; reduce traffic congestion; and improve air quality; Shall the measure approving the Sacramento County Transportation, Maintenance, Safety and Congestion Relief Act of 2022 - Retail Transactions and Use Tax Initiative, including a 40-year 0.5% sales tax raising an estimated \$212,512,500 annually for transportation and transit projects, be adopted?

IMPARTIAL COUNTY COUNSEL ANALYSIS OF MEASURE A

Measure A is a district ordinance proposed by a citizens' initiative petition signed by the requisite number of voters and submitted by the Sacramento Transportation Authority ("STA"), without alteration, to the voters. Measure A would impose a retail transactions and use tax (sales tax) within Sacramento County of one-half of one percent for a period of 40 years from April 1, 2023, to March 31, 2063, for the purpose of financing certain transportation projects and services. This sales tax would be in addition to the existing one-half of one percent transportation sales tax adopted by the voters in 2004, which is set to expire in 2039. The proceeds of this tax will be used to fund "Off the Top" project expenditures to be directly allocated to recipient agencies in the following maximum amounts: \$64 million to Sacramento County for preservation, maintenance and safety of the American River Parkway, \$20 million to the City of Sacramento for development of a Regional Mobility Center, \$8 million to Sacramento Area Council of Governments for distribution to transportation management agencies in Sacramento County, \$80 million to the San Joaquin Regional Rail Commission for the Altamont Corridor Express service, and \$40 million to the City of Sacramento for the Sacramento Intermodal Transportation Facility.

All remaining revenue must be used to fund local street and road repairs and improvements (47.25%), Sacramento Regional Transit ("Sac RT") light rail and bus vehicle replacement, operations and maintenance (25.11%), congestion relief improvements (22.43%), senior and disabled transportation services (3.05%), and Sacramento Metropolitan Air Quality Management District air quality programs (2.16%). The maximum that can be spent on STA administration is 1% of Measure A tax proceeds.

Each recipient agency must annually prepare and adopt a five-year program that is approved by the STA Board. Expenditures for the first five years shall prioritize "Fix It First" road, transit, bicycle and pedestrian investments. During this five-year period, not less than 90% of the funds identified in the local street and road repairs and improvement fund shall be used exclusively by all recipient cities and the County of Sacramento to improve streets, roads and bridges to specified levels. During this five-year period, a portion of the funds allocated to Sac RT shall be used exclusively by Sac RT for "Fix It First" bus and light rail vehicle replacement, operations, maintenance and security for existing services, and Sac RT shall meet specified performance metrics.

The text of the Transportation Expenditure Plan is set forth in the sample ballot pamphlet for this election.

Passage of Measure A requires approved by a majority of the voters voting thereon.

A "YES" vote on Measure A means that you wish to enact the sales tax.

A “NO” vote on Measure A means that you do not wish to enact the sales tax.

YOU CAN FIND THE MEASURE ARGUMENTS FOLLOWING THE FULL TEXT OF THIS MEASURE

FULL TEXT

The People of the special district known as the Sacramento Transportation Authority do ordain as follows:

Section I. TITLE.

This initiative ordinance shall be known as the Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022—Retail Transactions and Use Tax (the “Measure”).

Section II. FINDINGS AND PURPOSE.

A. Findings.

- 1.** The Sacramento Transportation Authority (the “Authority”), created pursuant to California Public Utilities Code § 180050, is authorized to levy a retail transactions and use tax in the incorporated and unincorporated territory of Sacramento County to fund transportation improvements and operations pursuant to California Public Utilities Code §§ 180200 et seq. and California Revenue and Taxation Code §§ 7251 et seq. Pursuant to applicable law, taxes proposed by initiative and adopted pursuant to these provisions shall be effective if approved by a majority of electors voting on the Measure.
- 2.** Accordingly, this Measure provides for the adoption of a retail transactions and use tax for local transportation purposes of one-half of one percent (0.500%) on the sale and/or use of all tangible personal property sold at retail in the incorporated and unincorporated territory of Sacramento County (the “District”) beginning April 1, 2023, and continuing for a period of forty (40) years.
- 3.** This one-half of one percent (0.500%) retail transactions and use tax is statutorily dedicated for transportation planning, design, construction, management, operations, and maintenance in Sacramento County, and cannot be used for other governmental purposes or programs. This Measure includes specific safeguards to ensure that revenues from the one-half of one percent (0.500%) retail transactions and use tax are used only to fund the transportation projects and services set forth in the Sacramento County Transportation Retail Transactions and Use Tax Expenditure Plan 2023 – 2063 (the “Expenditure Plan”), which is attached hereto as Exhibit A.
- 4.** This Measure includes an Expenditure Plan, which identifies projects and programs that will maintain and improve the quality of life in Sacramento County, and are intended to accomplish the following goals:
 - a.** Provide a multi-modal transportation system that addresses the needs of all Sacramento County residents and provides capacity for planned and approved population and employment growth;

- b.** Maintain and rehabilitate the County’s street and road system, improve existing local roadway conditions for motorists, and maximize previous infrastructure investment by supporting a more efficient transportation system that better connects the existing network to development along roadway and transit corridors;
 - c.** Help eliminate roadway fatalities and severe injuries and improve health outcomes by making streets, transit, and bicycle and pedestrian facilities safer, and increasing access to physical activity;
 - d.** Reduce traffic congestion, reduce bottlenecks, and make the County’s transportation system operate more efficiently and effectively;
 - e.** Expand rail and bus service, improve system connectivity, provide better mobility options for our students and aging population, and make public transportation faster, safer, cleaner, and more accessible, convenient, frequent, reliable, and affordable;
 - f.** Improve air quality, reduce greenhouse gas emissions, and support local and state climate goals;
 - g.** Create jobs, generate local economic benefits, and encourage a stronger local economy that attracts greater private investment and sustains a larger and more diversified job base;
 - h.** Provide investment in the County’s entire transportation network and integrate the capacity and benefits of all modes, including highways, bus and rail transit, streets and roads, rideshare options, and active transportation;
 - i.** Distribute funding to address the transportation investment priorities of the incorporated cities and unincorporated County areas in a geographically and socially equitable manner and provide mobility options for all County residents;
 - j.** Improve the ability of all local jurisdictions and agencies to leverage regional, state, and federal transportation funding programs with the objective to provide a match of at least one-third of the total cost of each of the capital projects programmed in the Expenditure Plan;
 - k.** Adopt an Expenditure Plan that is acceptable to the voters of Sacramento County; and
 - l.** Provide flexibility for future allocations of funding to meet changing needs while maintaining program commitments to the voters.
- 5.** In addition to the Expenditure Plan, this Measure includes mandatory taxpayer safeguards, which are set forth in Section V and Exhibit B of this Measure, and include:
 - a.** An Independent Taxpayer Oversight Committee (“ITOC”) to supervise fiscal and performance audits regarding the use of the retail transactions and use tax revenues and to provide for independent review to ensure that all affected funds are spent in accordance with the provisions of the Expenditure Plan and Measure; and
 - b.** A requirement that the Authority conduct a mandatory Expenditure Plan review every 10 years to ensure that the program reflects contemporary community needs in light of changing demographics, technology, and revenue estimates. Further, with limited exceptions, the Expenditure Plan can only be modified following a public review process and upon the approval of the Sacramento County Board of Supervisors with affirmation by the city councils of a majority of the incorporated cities in the County representing two-thirds of the incorporated area population.
- 6.** To ensure that the tax adopted by this Measure provides maximum benefit to taxpayers, it is the intent of the voters that revenue generated by this tax shall not be used to supplant existing transportation funding programs, and that the County and the cities continue to impose all currently applicable local transportation impact fees. The voters expressly acknowledge that, although the Sacramento County Transportation Mitigation Fee Program (“SCTMFP”) is set

to expire April 1, 2039, it is anticipated that the Authority will act in the future to extend that fee program so that it runs concurrently with the life of this tax (i.e., until 2063).

- 7.** Voters also hereby find that, although an existing one-half of one percent (0.500%) retail transactions and use tax was adopted by County voters in 2004, went into effect in April of 2009, and is set to expire in March 2039 (the “Existing Tax”), this Measure is needed for several reasons:

 - a.** New transportation technology will provide opportunities to streamline travel and traffic and to reduce greenhouse gas emissions, and this Measure will enhance the ability to take advantage of these opportunities.
 - b.** Despite recent revenue increases, the gap between transportation needs and available funding is significant and continues to grow. This Measure will provide additional local funding to keep needed services in place and help alleviate congestion by improving the ability to attract funding from other sources to build, expand, and rehabilitate the County’s transportation infrastructure.
 - c.** As Sacramento County’s population is growing and mobility needs are expanding, demand on the County’s roads, highways, and transit systems is also increasing. Additional investments are necessary to maintain and improve the current transportation system to ensure it can effectively accommodate growth and prepare the system for the future.
 - d.** In addition to maintaining our existing system, increasing the development of alternative ways to get around, such as transit, walking, and biking, will require additional resources to be successful.
 - e.** As our population ages and we continue to face the need for sustaining transportation options for lower income residents, we need to provide mobility services and the ability to help maintain a decent quality of life for all our citizens.
 - f.** The Existing Tax has provided a substantial share of the funding available for transportation projects in Sacramento County, but we continue to rely on state and federal sources for major projects. The availability of local funding is imperative to attract and supplement those outside sources.
- 8.** This Measure also includes provisions to: (a) better ensure that our local tax dollars are held in local banks; and (b) require that building and construction contracts involving over one million dollars in Measure funds use a skilled and trained workforce.
- 9.** Pursuant to state law, the retail transactions and use tax adopted by this Measure is, to the greatest degree possible, fully consistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, which will minimize the cost of collecting the retail transactions and use tax, and at the same time, minimize the burden of record keeping upon persons subject to taxation under the provisions of this Measure. As such, the tax can be administered and collected by the California Department of Tax and Fee Administration (“CDTFA”) in a manner that adapts itself as fully practicable to, and requires the least possible deviation from, the existing California statutory and administrative procedures followed by the CDTFA in administering and collecting the California State Sales and Use Taxes.
- 10.** To further the Measure’s purpose of funding local transportation improvements, this Measure also authorizes the Authority to sell or issue, from time to time, on or before the collection of taxes, bonds or other evidence of indebtedness, in the aggregate principal amount at any

one time outstanding of not to exceed the estimated proceeds of the tax, for the purpose of funding the transportation projects and purposes described in this Measure, including the Expenditure Plan.

B. Purpose.

The purpose of this Measure is to fund local transportation improvements pursuant to the Expenditure Plan adopted by this Measure by adopting a one-half of one percent (0.500%) retail transactions and use tax in the incorporated and unincorporated areas of Sacramento County and authorizing the Authority to sell or issue bonds or other evidence of indebtedness in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax.

Section III. DEFINITIONS.

For the purposes of this Measure, the following terms shall be defined as follows:

“Expenditure Plan” means the Sacramento County Transportation Retail Transactions and Use Tax Expenditure Plan 2023 – 2063 (attached hereto as Exhibit A and adopted as part of this Measure) including any future amendments thereto.

“County” means the County of Sacramento.

“Authority” or “District” means the Sacramento Transportation Authority, a countywide special district formed under the Local Transportation Authority and Improvement Act, commencing at Section 180000 of the California Public Utilities Code.

“Existing Tax” means the one-half of one percent (0.500%) retail transactions and use tax adopted by County voters in 2004 and implemented in 2009, which is set to expire in 2039.

“Measure” means this Sacramento County Transportation Maintenance, Safety, and Congestion Relief Act of 2022—Retail Transactions and Use Tax.

“Net Revenue” means total estimated revenue available for allocation after deduction of collection costs of the California Department of Tax and Fee Administration (“CDTFA”), setting aside the cost of Authority administration and providing direct allocations for “off the top” expenditures expressly prescribed in the Expenditure Plan.

“Implementing Agency” means an agency or jurisdiction receiving tax revenues pursuant to this Measure and which has responsibility for delivering projects and meeting performance standards under the Expenditure Plan. These agencies/jurisdictions will be required to undergo regular fiscal audits to ensure compliance with this Measure, including but not limited to the Expenditure Plan. Notwithstanding any other provisions of this Measure and the Expenditure Plan, all Implementing Agencies will be subject to the same accountability and reporting requirements and will receive equitable treatment in the application of other statutory and regulatory processes.

“Program Period” means the 40-year period during which the tax is imposed and collected by this Measure.

Section IV. RETAIL TRANSACTIONS AND USE TAX.

A. Imposition of Retail Transactions and Use Tax.

Upon voter approval, a retail transactions and use tax for transportation purposes (the “tax”) at the rate of one-half of one percent (0.500%) for forty (40) years beginning April 1, 2023, shall be imposed in the incorporated and unincorporated territory of the County of Sacramento. The tax shall be imposed by the Authority in accordance with Part 1.6 (commencing with Section 7251) of Division 2 of the California Revenue Taxation Code. This tax shall be in addition to any other taxes authorized by law, including the Existing Tax and any other existing or future state or local sales tax or retail transactions and use taxes. The tax shall be imposed as follows:

- 1. Transactions Tax.** For the privilege of selling tangible personal property at retail, a tax is hereby imposed upon all retailers in the incorporated and unincorporated territory of the District at the rate of 0.500% of the gross receipts of any retailer from the sale of all tangible personal property sold at retail in said territory on and after the operative date of this Measure.
 - 2. Use Tax.** A tax is hereby imposed on the storage, use, or other consumption in the District of tangible personal property purchased from any retailer on and after the operative date of this Measure for storage, use, or other consumption in said territory at the rate of 0.500% of the sales price of the property. The sales price shall include delivery charges when such charges are subject to state sales or use tax regardless of the place to which delivery is made.
 - 3. Excess Taxes.** Notwithstanding the foregoing, if the combined rate of all local sales, transactions, and use taxes would exceed an applicable combined rate limit under California state law in any particular jurisdiction(s) within the District, the tax adopted by this Measure shall not be imposed in said jurisdiction(s), unless and until the combined rate no longer exceeds the applicable limit in those jurisdiction(s); this shall not affect the imposition of the tax under this Measure in jurisdictions within the District that do not exceed the applicable combined rate limit under state law. A jurisdiction that is unable to impose the tax adopted by this Measure due to this prohibition shall not be entitled to its share of the proceeds of the tax unless and until the tax can be and is lawfully imposed in that jurisdiction; for any year in which a jurisdiction is ineligible to receive funds pursuant to this provision, any funds scheduled by the Expenditure Plan to be distributed to such jurisdiction(s) shall be reallocated monthly on a proportional basis to all other eligible jurisdictions.
- B. Place of Sale.** For the purposes of this Measure, all retail sales are consummated at the place of business of the retailer unless the tangible personal property sold is delivered by the retailer or his agent to an out-of-state destination or to a common carrier for delivery to an out-of-state destination. The gross receipts from such sales shall include delivery charges, when such charges are subject to the state sales and use tax, regardless of the place to which delivery is made. In the event a retailer has no permanent place of business in the State or has more than one place of business, the place or places at which the retail sales are consummated shall be determined under rules and regulations to be prescribed and adopted by the CDTFA.
- C. Use of Proceeds.** Revenues from the tax shall only be used for transportation purposes as set forth in the Expenditure Plan (Exhibit A), specified administrative costs, and debt service on bonds and expenses related to the issuance and administration of bonds, as limited by this Measure. Transportation purposes include expenditures for planning, environmental review and

mitigation, project engineering and design, and associated right-of-way acquisition pursuant to the Expenditure Plan.

D. Contract with State. Prior to the operative date of this Measure, the Authority shall contract with CDTFA to perform all functions incidental to the collection of the tax imposed by this Measure; provided, that if the Authority shall not have contracted with CDTFA prior to the operative date, it shall nevertheless so contract and in such a case, the operative date shall be the first day of the first calendar quarter following the execution of such a contract.

E. Tax Subject to Provisions of State Law. As required by state law, and except as otherwise provided in this Measure and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, this Measure is subject to the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code, with the District as the taxing agency.

F. Permit not Required. If a seller's permit has been issued to a retailer under Section 6067 of the Revenue and Taxation Code, an additional transactor's permit shall not be required by this Measure.

G. Exemptions and Inclusions. Pursuant to the generally applicable requirements of state law:

1. There shall be excluded from the transactions and use tax the amount of any sales tax or use tax imposed by the State of California or by any city, city and county, or county pursuant to the Bradley-Burns Uniform Local Sales and Use Tax Law or the amount of any state-administered transactions or use tax.

2. There are exempted from the computation of the amount of transactions tax the gross receipts from:

a. Sales of tangible personal property, other than fuel or petroleum products, to operators of aircraft to be used or consumed principally outside the county in which the sale is made and directly and exclusively in the use of such aircraft as common carriers of persons or property under the authority of the laws of this State, the United States, or any foreign government.

b. Sales of property to be used outside the District which is shipped to a point outside the District, pursuant to the contract of sale, by delivery to such point by the retailer or his agent, or by delivery by the retailer to a carrier for shipment to a consignee at such point. For the purposes of this paragraph, delivery to a point outside the District shall be satisfied:

i. With respect to vehicles (other than commercial vehicles) subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, and undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code by registration to an out-of-District address and by a declaration under penalty of perjury, signed by the buyer, stating that such address is, in fact, his or her principal place of residence; and

- ii. With respect to commercial vehicles, by registration to a place of business out-of-District and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.
 - c. The sale of tangible personal property if the seller is obligated to furnish the property for a fixed price pursuant to a contract entered into prior to the operative date of this Measure.
 - d. A lease of tangible personal property which is a continuing sale of such property, for any period of time for which the lessor is obligated to lease the property for an amount fixed by the lease prior to the operative date of this Measure.
 - e. For the purposes of subparagraphs (c) and (d) of this section, the sale or lease of tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
- 3.** There are exempted from the use tax imposed by this Measure:
- a. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax measure.
 - b. The storage, use, or other consumption in this District of tangible personal property, other than fuel or petroleum products, purchased by operators of aircraft and used or consumed by such operators directly and exclusively in the use of such aircraft as common carriers of persons or property for hire or compensation under a certificate of public convenience and necessity issued pursuant to the laws of this State, the United States, or any foreign government. This exemption is in addition to the exemptions provided in Sections 6366 and 6366.1 of the Revenue and Taxation Code of the State of California.
 - c. The storage, use, or other consumption in this District of tangible personal property if the purchaser is obligated to purchase the property for a fixed price pursuant to a contract entered into prior to the operative date of this Measure.
 - d. If the possession of, or the exercise of any right or power over, the tangible personal property arises under a lease which is a continuing purchase of such property for any period of time for which the lessee is obligated to lease the property for an amount fixed by a lease prior to the operative date of this Measure.
 - e. For the purposes of subparagraphs (c) and (d) of this section, storage, use, or other consumption or possession of, or exercise of any right or power over, tangible personal property shall be deemed not to be obligated pursuant to a contract or lease for any period of time for which any party to the contract or lease has the unconditional right to terminate the contract or lease upon notice, whether or not such right is exercised.
 - f. Except as provided in subparagraph (g), a retailer engaged in business in the District shall not be required to collect use tax from the purchaser of tangible personal property, unless the retailer ships or delivers the property into the District or participates within the District in making the sale of the property, including, but not limited to, soliciting or receiving the order, either directly or indirectly, at a place of business of the retailer in the

District or through any representative, agent, canvasser, solicitor, subsidiary, or person in the District under the authority of the retailer.

g. “A retailer engaged in business in the District” shall include any retailer of any of the following: vehicles subject to registration pursuant to Chapter 1 (commencing with Section 4000) of Division 3 of the Vehicle Code, aircraft licensed in compliance with Section 21411 of the Public Utilities Code, or undocumented vessels registered under Division 3.5 (commencing with Section 9840) of the Vehicle Code. That retailer shall be required to collect use tax from any purchaser who registers or licenses the vehicle, vessel, or aircraft at an address in the District.

h. “A retailer engaged in business in the district” shall also include any retailer that, in the preceding calendar year or the current calendar year, has total combined sales of tangible personal property in this state or for delivery in the state by the retailer and all persons related to the retailer that exceeds five hundred thousand dollars (\$500,000). For purposes of this section, a person is related to another person if both persons are related to each other pursuant to Section 267(b) of the Internal Revenue Code and the regulations thereunder.

4. Any person subject to use tax under this Measure may credit against that tax any transactions tax or reimbursement for transactions tax paid to a district imposing, or retailer liable for a transactions tax pursuant to Part 1.6 of Division 2 of the Revenue and Taxation Code with respect to the sale to the person of the property the storage, use, or other consumption of which is subject to the use tax.

H. Statutory Amendments Under Mandatory State Law. As required by state law, all amendments subsequent to the effective date of this Measure to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes which are not inconsistent with Part 1.6 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 of Division 2 of the Revenue and Taxation Code, shall automatically control this Measure, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this Measure.

I. Enjoining Collection Forbidden. No injunction or writ of mandate or other legal or equitable process shall issue in any suit, action, or proceeding in any court against the State or the Authority, or against any officer of the State or the Authority, to prevent or enjoin the collection under this Measure, or Part 1.6 of Division 2 of the Revenue and Taxation Code, of any tax or any amount of tax required to be collected.

J. Termination Date. The authority to levy the tax imposed by this Measure shall expire on March 31, 2063.

K. Existing Tax. Nothing in this Measure is intended to modify, repeal, alter, or increase the Existing Tax. The provisions of this Measure shall apply solely to the retail transactions and use tax adopted herein and not to the collection or administration of the Existing Tax.

Section V. MANDATORY TAXPAYER SAFEGUARDS.

To ensure that the use of the proceeds of the tax imposed by this Measure is consistent with voter intent, the following mandatory taxpayer safeguards shall apply:

- A. Independent Taxpayer Oversight Committee.** An Independent Taxpayer Oversight Committee (“ITOC”), as specified in Exhibit B of this Measure, shall provide citizen review and ensure that all funds generated by this tax are spent in accordance with provisions of the Expenditure Plan and Measure. Exhibit B sets forth the specific terms and conditions for the ITOC and its role in supervising annual fiscal and periodic performance audits.
- B. Administrative Costs.** Notwithstanding any provision of the Expenditure Plan, the Authority may expend, but not exceed, one percent (1.00%) of total gross annual revenue generated by this tax after deduction of administrative and collection costs of the CDTFA, on costs of the Authority’s administration, including its responsibilities for audit, the ITOC, Authority administrative expenses, staff support, and contract services. The Authority may consider, through an Expenditure Plan amendment as provided for in Section XIII of this Measure, expending up to, but not exceeding, one and one-half percent (1.50%) of the total annual sales tax revenue after deduction of collection costs of the CDTFA, on costs of the Authority’s administration, which increase shall only be effective after the expiration of the Existing Tax in 2039.
- C. Maintenance of Effort.** By enactment of this Measure, it is intended that the funding provided to Implementing Agencies will supplement and not replace existing local revenues being used for transportation purposes. Tax revenue generated by this Measure shall not be used to supplant existing transportation funding programs, including but not limited to any applicable existing local transportation impact fees imposed on new development, along with any existing applicable Countywide transportation mitigation fees. The Authority and the ITOC shall enforce this provision by appropriate review, including program, fiscal, and performance audits.
- D. Expenditure Plan Formal Review.** As set forth in Section XIII of this Measure, the Authority shall conduct a formal review of the Expenditure Plan every 10 years, beginning in 2033, to ensure that the program accommodates contemporary community transportation needs in light of changing demographics, technology, and revenue estimates. Based on this review, the Authority may propose amendments to the Expenditure Plan, but such amendments may only take effect following the required public amendment process set forth in Section XIII of this Measure.

Section VI. BONDING AUTHORITY.

Upon voter approval of this Measure, the Authority shall have the power to sell or issue, from time to time, on or before the collection of taxes, bonds or other evidence of indebtedness, in the aggregate principal amount at any one time outstanding of not to exceed the estimated proceeds of the tax imposed by this Measure, and to secure such indebtedness solely by way of future collection of those taxes, for capital outlay expenditures as set forth in this Measure, including the carrying out of transportation projects described in the Expenditure Plan. In the event long-term cost demands for a particular project pursuant to the Expenditure Plan at any time exceed the cumulative allocations to the Implementing Agency responsible for project construction, such that the planned project work by that Implementing Agency will be materially delayed, the Implementing Agency may request that the Authority issue bonds to cover the anticipated project cost requirements to meet cost demands in a manner that will avoid the delay. Alternatively, to the extent permitted by applicable law, and on

approval of the Authority, the power to sell or issue debt may be conferred upon an Implementing Agency if deemed more efficient or cost-effective under certain circumstances as determined by the Authority. Debt service for the cost of issuing any bonds by the Authority at the request of an Implementing Agency or by an Implementing Agency at the discretion of the Authority shall be paid from future allocations due to the Implementing Agency that has requested the issuance of bonds.

Section VII. ANNUAL APPROPRIATIONS LIMIT.

The Authority established an annual appropriations limit pursuant to Section 4 of Article XIII B of the California Constitution and Section 180202 of the Public Utilities Code in the amount of \$315,753,737 for fiscal year 2021-22. The Authority's appropriations limit is subject to annual adjustment as provided by law.

Section VIII. LOCAL BANKING REQUIREMENTS.

Unless restricted or prohibited by state or federal law or regulations, Implementing Agencies receiving funds generated from this Measure should hold at least 25% of these funds in accounts locally through a community bank or credit union. For purposes of this section, the definition of a community bank or credit union is a federally- or a state-chartered community bank or credit union with recognized headquarters located in Sacramento County or an adjacent county as long as its headquarters is within 25 miles of the boundary of Sacramento County. To qualify, a community bank or credit union must be authorized to receive deposits from public agencies and must maintain a "Superior," "5 Star" or equivalent rating from a nationally recognized rating agency. Implementing Agencies shall be responsible for compliance with this section and must certify to the Authority through quarterly reports that the requirements have been met or provide an explanation for not meeting them.

Section IX. SKILLED AND TRAINED WORKFORCE REQUIREMENTS.

No contract in excess of one million dollars (\$1,000,000.00) can be funded with the tax revenue raised by this Measure unless the contracting entity provides an enforceable commitment that the entity and its subcontractors will use a skilled and trained workforce to perform all work that falls within an apprenticeable occupation in the building and construction trades [per Chapter 2.9 (commencing with Section 2600) of Part 1 of Division 2 of the Public Contract Code, as may be amended from time to time]. "Skilled and trained workforce" means a workforce that meets both of the following criteria: (1) All the workers are either registered apprentices or skilled journeypersons. (2) At least 30 percent of the skilled journeypersons are graduates of an apprenticeship program for the applicable occupation.

An "apprenticeable occupation" is one which requires independent judgment and the application of manual, mechanical, technical, or professional skills and is best learned through an organized system of on-the-job training together with related and supplemental instruction. Implementing Agencies shall be responsible for meeting these requirements and must certify to the Authority through quarterly reports that the requirements have been met.

Section X. EFFECTIVE DATE AND OPERATIVE DATE OF TAX.

A. Effective Date of Measure. This Measure is considered adopted and effective upon the earliest date legally possible. Upon the effective date of this Measure, the Authority is directed to promptly take all appropriate actions needed to implement this Measure.

- B. Operative Date of Tax.** The retail transactions and use tax adopted by this Measure shall become operative on the first day of the first calendar quarter commencing more than 110 days after the adoption of the Measure, but in no event earlier than April 1, 2023.

Section XI. IMPLEMENTATION OF THIS MEASURE.

Upon the effective date of this Measure, the Authority is directed to promptly take all appropriate actions needed to implement this Measure. The Authority shall be responsible for overseeing and administering the implementation of the requirements of this Measure, including the Expenditure Plan.

Section XII. INTERPRETATION AND SEVERABILITY.

- A. This Measure must be interpreted so as to be consistent with all federal and state laws, rules, and regulations. If any section, sub-section, sentence, clause, phrase, part or portion of this Measure is held to be invalid or unconstitutional by a final judgment of a court of competent jurisdiction, such decision does not affect the validity of the remaining portions of this Measure. The voters declare that this Measure, and each section, sub-section, sentence, clause, phrase, part or portion thereof, would have been adopted or passed irrespective of the fact that any one or more sections, sub-sections, sentences, clauses, phrases, part, or portion is found to be invalid. If any provision of this Measure is held invalid as applied to any person or circumstance, such invalidity does not affect any application of this Measure that can be given effect without the invalid application.
- B. If any portion of this Measure is held by a court of competent jurisdiction to be invalid, we the People of the Sacramento Transportation Authority indicate our strong desire that: (i) the Authority use its best efforts to sustain and re-enact that portion, and (ii) the Authority implement this Measure by taking all steps possible to cure any inadequacies or deficiencies identified by the court in a manner consistent with the express and implied intent of this Measure, including, to the extent permitted by law, adopting or reenacting any such portion in a manner consistent with this Measure.
- C. This Measure must be broadly construed in order to achieve the purposes stated above. It is the intent of the voters that the provisions of this Measure be interpreted or implemented by the Authority and others in a manner that facilitates the purpose set forth in this Measure.

Section XIII. AMENDMENT.

- A.** Pursuant to California Elections Code Section 9323, this Measure may only be amended or repealed by a vote of the people, except as provided in subsection B of this Section.
- B.** Notwithstanding subsection A of this Section, the following amendments may be made without approval of the voters:
1. "Eligible Projects" as set forth Section III of the Expenditure Plan (Exhibit A hereto) may be amended annually pursuant to the provisions in the Expenditure Plan. The amendment authority provided by this subsection B.1 shall not include the ability to amend the Measure

Revenue Percentage Allocations by Spending Category, as set forth in Section II and referenced in Section III of the Expenditure Plan.

2. All sections of the Expenditure Plan other than Sections I.K (pertaining to Metropolitan Transportation Plan & GHG Reduction Targets) and I.P (pertaining to Program Administration & Independent Taxpayer Oversight) may be amended by the following process:
 - a. Beginning in 2033, and every 10 years thereafter, the Authority shall review and, if necessary, propose amendments to the Expenditure Plan to meet changing transportation needs, priorities, and revenue estimates, and to ensure that the program reflects contemporary community desires considering changing demographics and technology. Such review shall consider input from the Implementing Agencies, other transportation agencies, interest groups, and the general public.
 - b. The Authority shall notify the County Board of Supervisors, the city councils, and the policy boards of other Implementing Agencies in writing of its initiation of Expenditure Plan amendment(s), reciting findings of necessity.
 - c. Any proposed Expenditure Plan amendment(s) resulting from this process must be approved by the County Board of Supervisors and a majority of the city councils representing two-thirds of the incorporated area population.
 - d. Actions of the County Board of Supervisors and city councils regarding the proposed amendment(s) shall be communicated to the Authority within 60 days after the date notification is mailed. Failure of the Board of Supervisors or a city council to notify the Authority of formal action within 60 days of notification shall constitute approval by that respective policy board.

Section XIV. LEGAL DEFENSE.

The purpose of this section is to ensure that the people's right of initiative cannot be improperly annulled by politicians who refuse to defend the will of the voters. Therefore, if this Measure is approved by the voters and thereafter subjected to a legal challenge which attempts to limit the scope or application of this Measure in any way, or alleges this Measure violates any state or federal law in whole or in part, the Authority shall faithfully and vigorously defend this Measure to the fullest extent possible on behalf of the people of the Authority.

Section XV. EXHIBIT LIST.

- Exhibit A:** Sacramento County Transportation Retail Transactions and Use Tax Expenditure Plan 2023 – 2063
- Exhibit B:** Independent Taxpayer Oversight Committee

EXHIBIT A

Sacramento County Transportation Retail Transactions and Use Tax Expenditure Plan 2023-2063

I. Implementation Guidelines

A. Revenue Estimates and Distribution. Allocation of revenue authorized by this Measure is established within this Expenditure Plan. Funds shall be allocated to Expenditure Plan categories by percentage of net revenue received, except as provided below. An estimate of revenues and allocations among categories is reflected in this Expenditure Plan. Some category allocations will be sub-allocated, as reflected in the percentage allocation in Section III of this Expenditure Plan, to specified local transportation providers for expenditures on specified projects. The estimated revenue is based on 2021 value of funds escalated over the period of the Measure and is not binding or controlling. Estimated revenues are net of any applicable required California Department of Tax and Fee Administration (CDTFA) collection fees.

B. “Off the Top” Project Expenditures. Revenues available for percentage allocation are also net of the cost of Authority administration (as limited by this Measure) and the following fixed program expenditures to be directly allocated to recipient agencies in the following total amounts for the specific purposes indicated:

- 1.** To Sacramento County, the Regional Parks Department, not to exceed \$64 million for the Program Period for preservation, maintenance, and safety of the American River Parkway.
- 2.** To the City of Sacramento, not to exceed \$20 million for the Program Period for direct support of the development of a Regional Mobility Center to foster innovation in clean transportation.
- 3.** To the Sacramento Area Council of Governments (SACOG), not to exceed \$8 million for the Program Period for distribution to support the activities of transportation management agencies in Sacramento County.
- 4.** To the San Joaquin Regional Rail Commission, not to exceed \$80 million for the Program Period for operations and service enhancements related to the Altamont Corridor Express service that will benefit Sacramento County residents.
- 5.** To the City of Sacramento, not to exceed \$40 million for the Program Period for operations related to the Sacramento Intermodal Transportation Facility.

All remaining revenue following these “off the top” expenditures shall be referred to as “net tax revenues generated by this Measure” for purposes of this Expenditure Plan.

C. Contribution from New Property Development. No revenue generated from the tax imposed by this Measure shall be used to supplant transportation mitigation fees currently imposed on new property development in Sacramento County. Pursuant to Section V of this Measure, the County and each incorporated city must continue to impose any and all existing transportation impact fee programs as a condition for receiving funds generated by this Measure.

- D. Requirement for Annual Financial and Performance Audits of Measure Funds.** The Authority and each Implementing Agency receiving an allocation of revenue authorized by this Expenditure Plan shall undergo an annual financial audit performed in accordance with generally accepted accounting standards and government auditing standards issued by the Comptroller General of the United States, as may be amended from time to time. The annual audit shall be supervised by the Authority's Independent Taxpayer Oversight Committee (ITOC). Compliance audits shall also be periodically conducted to ensure that Measure funds are expended in accordance with the provisions and guidelines established by this Expenditure Plan. In addition, the ITOC shall conduct periodic performance audits to determine progress in meeting program performance standards adopted by the Authority Board, and to make recommendations for improving overall program performance.
- E. Five-Year Programs.** In order to be eligible for funds generated by this Measure, each Implementing Agency must annually prepare and adopt a five-year program that is approved by the Authority, and shall file with the Authority an annually updated five-year program for expenditure of the tax revenue allocations. The first five-year program must be completed by December 31, 2023, and updated thereafter on an annual basis. Section II herein identifies reporting requirements for specific funding categories. Additional or revised reporting requirements may be adopted by the Authority after consultation with Implementing Agencies and stakeholders.
- F. "Fix It First" Investment Priority for Years 1-5.** With the exception of Caltrans and the Capital Southeast Connector Joint Powers Authority, Authority allocations for the first five years following implementation of this Measure shall prioritize "Fix It First" road, transit, safety, bicycle, and pedestrian investments. Each recipient agency responsible for maintaining streets and roads shall annually provide a pavement and bridge maintenance report. For the Sacramento Regional Transit District (SacRT), the annual update shall include performance indicators to assess whether "Fix It First" investment needs are being prioritized and to demonstrate that the agency is adhering to the financial management policies identified herein.
- G. Clear Format to Assess Progress.** For all agencies receiving "Fix It First" funding allocations, the five-year programs and annual updates shall be provided in a format to clearly assess progress towards improved maintenance and operations of existing transportation assets.
- H. Complete Streets.** Transportation projects provide opportunities to improve safety, access, and mobility for all users of streets, roads, and highways in Sacramento County and recognizes bicycle, pedestrian, vehicle, and transit modes as integral elements of the transportation system. The term "Complete Streets" describes a comprehensive, integrated transportation network with roadways designed and operated to enable safe and convenient travel for users of all abilities, including motorists, pedestrians, bicyclists, persons with disabilities, seniors, children, movers of commercial goods, operators of public transportation, public transportation users, and emergency responders, in a balanced manner that is compatible with an urban, suburban, or rural context.

Within one year following the implementation of this Measure, each local jurisdiction in Sacramento County receiving Measure funds shall adopt or maintain an existing "complete streets" policy or a similar document that incorporates design guidelines and standards promoting safe and convenient travel for all users including bicyclists and pedestrians when

considering any construction, reconstruction, retrofit, or alteration of streets, roads, highways, bridges, and other elements of the transportation system.

Planning and design of projects affecting the transportation system shall be consistent with any local bicycle, pedestrian, transit, multimodal, and other relevant plans and/or the local complete streets policy to ensure that all transportation types and users are considered in the expenditure of Measure funds.

I. Regional Mobility Innovation Program. A regional Mobility Innovation Program can provide funding to test, incubate, and support innovative mobility solutions that reduce car trips by increasing access to transportation options for all residents. Innovative solutions could include electric car-sharing programs, shared scooter and bicycle programs, mobility hubs, mobility as a service, universal basic mobility passes, first/last mile connections to transit, and autonomous and driverless shuttle services. A key component of testing, incubating, and supporting these mobility innovations will be ensuring that the services and programs benefit communities of color, low-income residents, seniors, and people with disabilities. An innovation program can also be used to leverage other state and federal funding sources that will be increasingly available and allow Implementing Agencies as part of the region to better compete for discretionary programs. The program will also be available to leverage public-private partnerships to attract new mobility start-ups and technology companies to provide additional economic and job creation benefits.

Within one year following the implementation of this Expenditure Plan, the Authority will convene all Implementing Agencies and SACOG to collaborate in the creation of a mobility innovation program for the region. As provided in the subcategory Local Street and Road Repair and Transformative System Improvements of Section III (Eligible Projects) of this Expenditure Plan, Implementing Agencies may choose, but are not required, to invest a portion of their share of sales tax revenues in mobility innovations projects or programs.

J. Federal Air Quality Requirements. Measure funds programmed by this Expenditure Plan for a project construction phase shall not impair the ability of the region's Metropolitan Transportation Plan (MTP) and Metropolitan Transportation Improvement Program (MTIP) to meet federal air quality conformity requirements.

K. Metropolitan Transportation Plan & GHG Reduction Targets. The Sacramento region Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP) currently requires that the region meet a 19% per capita greenhouse gas (GHG) reduction target. Expenditure Plan projects that are planned or programmed for construction in an MTP, as may be amended from time to time, shall be eligible for Measure funds. Expenditure Plan projects not planned or programmed for construction in an MTP shall be eligible for Measure funds if the construction phase of the project is exempt from project-level and regional level air quality conformity.

For any non-exempt projects that are not planned or programmed for construction in an MTP, as may be amended from time to time, the following requirements will apply:

- 1.** In order to meet the then applicable regional GHG reduction target for the MTP, project sponsors (parties) shall develop mitigation measures for any project(s) that increases GHG emissions.
- 2.** If the parties can mitigate any such project impacts to maintain adherence to the then applicable regional GHG reduction target, the project(s) shall be eligible for Measure funds.

- 3.** If the GHG impacts are not mitigated to meet the region's then applicable GHG reduction target, and as a result the region cannot meet its applicable GHG target, the funds planned for the non-exempt project(s) may be used by the corresponding Implementing Agency at their discretion, for other than the originally intended project(s), provided any alternative project(s) are consistent with the Expenditure Plan and included in an MTP, as may be amended from time to time, that meets the then applicable target. Per above, alternative project(s) not planned or programmed for construction in an MTP shall be eligible for Measure funds if the construction phase of the project(s) is exempt from project-level and regional-level air quality conformity.
- L. Environmental Review.** All projects funded with Measure funds are subject to the requirements of the California Environmental Quality Act (CEQA). Prior to allocation of funds for construction of any project or program included in the Expenditure Plan, all necessary environmental review required by CEQA shall be completed.
- M. Road Health and Safety.** Each Implementing Agency shall demonstrate that projects in the five-year program and individual proposed projects incorporate street design elements to quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way consistent with the principles of this Measure. Where applicable, each recipient agency shall also demonstrate that the projects adhere to principles that facilitate safer walking and bicycling to and from school.
- N. Revenue Estimate.** Tax revenues generated by this Measure during the Program Period are estimated to be \$8,500,000,000 based on escalated dollar values. Revenue estimates are simply estimates and are not binding or controlling.
- O. Anticipated Extension of the Sacramento Countywide Transportation Mitigation Fee Program (SCTMFP).** To ensure that the tax adopted by this Measure provides maximum benefit to all County citizens, it is the intent of the voters that revenue generated by this tax shall not be used to supplant existing transportation funding programs, and that the County and the cities continue to impose all currently applicable local transportation impact fees. The voters expressly acknowledge that, although the SCTMFP is set to expire April 1, 2039, it is anticipated that the Authority will act before that date to extend the fee program so that it runs concurrently with the life of this tax (i.e., until 2063), and the Authority is encouraged to do so. However, because any such future SCTMFP extension is subject to action by the Authority, including validation by a nexus study, and any new SCTMFP fees collected would be allocated to specific projects through a process determined by the Authority in coordination with local jurisdictions, the potential, future allocations for funding from an extended fee program are not included in this Expenditure Plan. Rather, this Expenditure Plan governs only the distribution of revenue resulting from the imposition of the retail transactions and use tax authorized by this Measure.
- P. Program Administration & Independent Taxpayer Oversight.** 1.0% of all gross annual tax revenues, net of any applicable CDTFA administrative fees, generated by this Measure after deduction of collection costs of the CDTFA shall be allocated monthly to the Authority for general and financial administration of the Authority and the Measure program, coordination and consultation with Implementing Agencies receiving Measure funds and SACOG, facilitation and administration of the Independent Taxpayer Oversight Committee, independent financial and performance audits, and ongoing public information and outreach. The Authority may consider increasing the Program Administration allocation to 1.5% through an Expenditure

Plan amendment, as provided for in Sections V and XIII of this Measure, which increase shall only be effective after the expiration of the Existing Tax.

II. Measure Revenue Percentage Allocations by Spending Category

All tax revenues generated by this Measure, net of any applicable CDTFA administrative fees, the cost of Authority administration, and allocations outlined in Section I, Subsection B of this Expenditure Plan, shall be expended in the following spending categories:

A. Local Streets and Roads.

47.25% of annual net tax revenues generated by this Measure shall be allocated monthly to each incorporated city and the unincorporated county consistent with the following distribution:

1. Local Street and Road Repair and Transformative System Improvements.

38.72% of all annual net tax revenues generated by this Measure shall fund project development, right-of-way, construction, and provision of:

- a. "Fix It First" pavement maintenance, pavement rehabilitation, safety projects, and bridge repair, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.
- b. New or expanded arterial streets, roads, and bridges, including complete streets improvements, which consist of the rehabilitation and modification of existing arterial streets to contemporary urban standards sufficient to serve all users of the facilities, such as bicyclists, pedestrians, and transit users.
- c. Projects or programs that support mobility innovation.
- d. Intelligent transportation system modifications to the existing street and road system to facilitate improved accessibility, safety, operations, and efficiency.
- e. Programs to promote walking and bicycling as travel alternatives.
- f. Improvements to facilitate safe and convenient pedestrian, bicycle, and other non-motorized local trips, safe routes to school, lighting and synchronized signals, vehicle charging stations, trail improvements, and other improvements to better facilitate improved mobility and the development of alternative travel options. The allocation of Measure funds will implement street design elements that quantifiably reduce the risk of traffic-related deaths and severe injuries in the public right-of-way and ensure that the mobility needs of all users are considered in project scope elements.
- g. Education and outreach to facilitate bicycle and pedestrian travel and school access.
- h. Bikeways, signage, wayfinding, and bicycle facilities.
- i. American River Parkway Trail improvements and maintenance in the jurisdictions through which the parkway passes (County of Sacramento, City of Sacramento, and the City of Rancho Cordova).
- j. Improvements to the Sacramento River Parkway and other regional trails.
- k. Trail improvements to the Folsom Lake State Recreation Area in the City of Folsom.
- l. Installation or improvements to streetscape for bicyclists.

Percentage distribution among the cities and unincorporated county shall be based 75% on relative population (per most recent annual California Department of Finance estimates,

as may be amended from time to time) and 25% on relative paved and maintained road mileage (as reported in each entity's automated pavement management system). Specific percentage allocations to the cities and unincorporated county for Local Street and Road Repair and Transformative System Improvements, as reflected in Section III of this Expenditure Plan, shall be updated annually based on current data and any modifications approved by the Authority pursuant to the terms of this Measure.

Local Street and Road "Fix It First" Commitment

For the first five years following the date of implementation of this Measure, not less than 90% of the funds identified in this Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County up to a pavement condition index (PCI) of at least 70 at the soonest possible time, and, for bridges, to meet accepted state and federal standards.

At the end of the five-year period following the date of implementation of this Measure, not less than 50% of the funds identified in this Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for "Fix It First" street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to a PCI of at least 70, and, for bridges, to meet accepted state and federal standards.

A 70 PCI is generally defined as safe, reliable, and smooth street surfaces with little to no blemishes, potholes, or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets and roads to a contemporary urban standard (complete streets), including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding the "Fix It First" requirements for these funds over the program period following implementation of this Measure, the percentage commitment to "Fix It First" maintenance and rehabilitation may be reduced, and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

- a.** The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the Chief Administrative Officer at the County that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating, and that bridges meet accepted state and federal standards.

- b.** The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road systems, and bridges meet accepted state and federal standards.

Accountability

The objective for this Measure is to assist Implementing Agencies to achieve—but not require—a local match of at least one-third of total capital project costs. However, a city or the County may direct all or a portion of its share of these funds to general street/road pavement maintenance and pavement rehabilitation. The proportional allocation among entities will be recalculated annually to reflect current population and road mileage data. Each Implementing Agency shall adopt a five-year program for use of these funds.

The five-year programs will be updated annually and submitted to the Authority for approval. For Implementing Agencies responsible for maintaining streets and roads, the annual updates to the five-year programs shall include pavement and bridge “Maintenance of Effort” reports.

2. Local Projects of Regional Significance.

8.53% of all annual net tax revenues generated by this Measure shall fund projects within the boundaries of local jurisdictions that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, projects that are required for mitigation purposes for new or expanded access to the transportation system, improvements to local arterials or other transportation facilities that provide regional connectivity and improvements throughout the County. Interchange projects funded through this category will require a federal, state, local, or developer match of at least one-third the cost of the project. Distribution of these revenues among the cities and the unincorporated County area are reflected in the percentage allocations in Section III of this Expenditure Plan, which takes into account population, lane miles, and sales tax generation. Following the implementation of this Measure, the specific percentage allocations to Implementing Agencies for Local Projects of Regional Significance, as reflected in Section III of this Expenditure Plan, shall be reviewed annually by the public works directors of each city and the County based on updated data, and any modifications of percentage allocations must be approved by the Authority pursuant to the terms of this Measure.

Accountability

Aside from the one-third match requirement for interchange projects, it is the objective of this Measure to assist Implementing Agencies to achieve—but not require—a local match of at least one third of any capital project costs from other sources. Funding from this subcategory will be restricted to the high priority projects listed by jurisdiction.

B. Sacramento Regional Transit District (SacRT) Maintenance, Operations, and Transformative System Improvements.

25.11% of all annual net tax revenues generated by this Measure shall be allocated monthly to SacRT to be used for light rail and bus vehicle replacement, operations and maintenance of existing services, operations and maintenance for new services partially funded through this Expenditure Plan, improved access for the senior and disabled populations, fare reductions for transit-dependent riders, and the implementation of innovative services that will improve transit connections and encourage increased ridership.

SacRT “Fix It First” Commitment

For the five years following the date of implementation of this Measure, a portion of the funds directly allocated to SacRT will be used by SacRT for “Fix It First” bus and light rail vehicle replacement, operations, maintenance, and security for existing services at the soonest possible time. As a federal grantee, SacRT has developed and maintains a Transit Asset Management (TAM) Plan that includes capital asset inventories, condition assessments, lifecycle management, and investment prioritization. The plan addresses the application of asset management across SacRT’s entire diverse portfolio of assets, which includes assets with a range of useful lives, replacement costs, and inter-relationships.

During this period the following performance metrics shall also be met:

1. SacRT will meet or exceed generally accepted industry standards for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks.
2. SacRT will meet or exceed generally accepted industry standards for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators, unless factors outside of SacRT’s control impact the ability to meet these metrics.
3. SacRT will meet or exceed generally applicable requirements of state law, as may be amended from time to time, including those of the California Transportation Development Act (TDA), which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Accountability

SacRT shall develop a five-year program for use of all capital and operations funds, including capital projects funded under Section II, Subsection C1 of this Expenditure Plan, updated annually and submitted to the Authority for approval before allocations are made. SacRT must be in compliance with the financial management provisions of this section.

For SacRT, the five-year program and each annual program update shall include performance indicators to assess if “Fix It First” investment needs are being prioritized and expenditures are consistent with applicable regional transportation plans, including but not limited to the Metropolitan Transportation Plan, the SacRT Short Range Transit Plan, and the SacRT Transit Asset Management (TAM) Plan, as those plans may be amended from time to time.

C. Congestion Relief Improvements.

22.43% of all annual net tax revenues generated by this Measure shall be used for project management, project development, right-of-way, and construction of highway, transit, rail, increased bus and light rail service, and expressway expansion and widening projects affecting multiple local entities, that reduce congestion, improve operations, and enhance access to the overall transportation network. The objective is for this Measure to assist—but not require—Implementing Agencies, including SacRT, the California Department of Transportation (Caltrans), and the Capital Southeast Connector Joint Powers Authority, to achieve a match of at least one-third of the total cost of each of the eligible projects listed for this category in this Expenditure Plan. Implementing Agencies receiving funding from this category shall develop a five-year program for use of all capital funds, updated annually, and submitted to the Authority for approval before allocations are made.

1. Transit and Rail Congestion Improvement Projects. 10.85% of all annual net tax revenues generated by this Measure shall be allocated monthly to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations, and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources. Projects funded through this subcategory shall be subject to the same accountability provisions included in Section II, Subsection B of this Expenditure Plan regarding development of a five-year plan, updated annually and submitted to the Authority for approval before allocations are made.

2. Highway Congestion Improvement Projects. 11.58% of all annual net tax revenues generated by this Measure shall be allocated to Caltrans and the Capital Southeast Connector Joint Powers Authority for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal funding. Revenue shall be allocated monthly to the Capital Southeast Joint Powers Authority for the Capital Southeast Connector project.

D. Senior and Disabled Transportation Services.

3.05% of all annual net tax revenues generated by this Measure shall be allocated monthly to provide demand-responsive transportation and other services to eligible seniors and disabled residents. Annually, 80% of the funding for this subcategory will be provided to SacRT to meet the region's federally mandated Americans with Disability Act (ADA) complimentary paratransit requirement. The funding will be used for planning, design, operational, maintenance, and capital activities for SacRT to provide these critical transportation services to eligible seniors and disabled residents of the County. The remaining 20% of funding for this subcategory will be allocated to the region's Consolidated Transportation Service Agencies to coordinate and support the many programs serving the transportation needs of seniors, people with disabilities, and other qualified recipients of these services.

E. Air Quality.

2.16% of all annual net tax revenues generated by this Measure shall be allocated monthly to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals.

III. Eligible Projects Within Each Measure Revenue Percentage Allocation Spending Category

ELIGIBLE PROJECTS

(All dollar figures are estimates)

LOCAL STREETS AND ROADS (47.25%)

\$ 3,876,000,000.00

47.25% of all annual net tax revenues generated by this Measure shall be allocated to each incorporated city and the unincorporated county for local street and road purposes. Funds for each of the subcategories below will be allocated, as reflected in the percentage allocations set forth herein.

Local Street and Road Repair and Transformative System Improvements (38.72%)

\$ 3,176,000,000.00

38.72% of all annual net tax revenues generated by this Measure shall be allocated monthly to each incorporated city and the unincorporated county based 75% on relative population and 25% on relative paved and maintained road mileage. These funds are available for the maintenance and rehabilitation of local streets, roads and other transformative improvements to the local system. Transformative improvements include safety projects, complete streets with or without capacity expansion, sidewalk and pedestrian improvements, mobility innovation projects or programs, active transportation improvements, safe routes to schools, Americans with Disabilities Act compliance, intelligent transportation system enhancements, street lighting and synchronized signals, electric vehicle charging stations, trail improvements, major arterial improvements, and other improvements which will help transform the overall system to better facilitate improved mobility and the development of alternative travel options.

For the first five years following implementation of this Measure (April 1, 2023, to March 31, 2028), not less than 90% of the funds identified for the Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” road and bridge preventative maintenance and rehabilitation, including safety improvements, so as to bring these facilities throughout Sacramento County to a pavement condition index (PCI) of at least 70 at the soonest possible time, and bridges to meet acceptable state and federal standards.

At the end of the five-year period following the date of implementation of this Measure (after March 31, 2028), not less than 50% of the funds identified for the Local Street and Road Repair and Transformative System Improvements program shall be used exclusively by all cities and the County of Sacramento for “Fix It First” street, road, and bridge preventative maintenance and rehabilitation so as to continue efforts to bring these facilities throughout Sacramento County to PCI of at least 70, and bridges to meet acceptable state and federal standards.

A 70 PCI is generally defined as safe, reliable and smooth street surfaces with little to no blemishes, potholes or substantial cracking. Streets and roads with a 70 PCI are expected to have a comfortable and safe ride for all motorized vehicles and bicycles, with minimum wear and tear on all such users.

The definition of maintenance and rehabilitation shall include as eligible for these funds the non-capacity upgrade of existing streets, including improvements to enhance safety and access for pedestrians, bicycles, and transit users.

Notwithstanding these allocation restrictions, the percentage commitments to “Fix It First” maintenance and rehabilitation may be reduced, and any city and the County of Sacramento may direct a higher percentage of those funds to new transformative system improvements, provided the following conditions have been met:

1. The public agency manager responsible for road maintenance has certified in writing to the City Council and City Manager in a city and the Board of Supervisors and the County Chief Administrative Officer that the road facilities under their management have met or will meet within the next 12 months a 70 PCI rating.
2. The public agency manager responsible for road maintenance has submitted a written plan to the City Manager or County Chief Administrative Officer clearly demonstrating how the 70 PCI rating will be sustained in the future. Any diversion of the funds committed to maintenance and rehabilitation can only continue as long as a jurisdiction maintains an average PCI of 70 or above for its street and road system. In addition, local jurisdictions must maintain current levels of funding for maintenance and rehabilitation and shall not use funds from this allocation to offset existing funding planned or allocated for this purpose.

With the exception of the City of Isleton, which will receive a fixed amount of these funds, the percentage allocation for each jurisdiction is listed and includes eligible projects proposed for funding from this category. In addition to the “Fix It First” Maintenance and Rehabilitation allocation, the jurisdiction lists include safety projects, complete streets projects, improvements to major arterials, local road capacity expansion, bicycle and pedestrian improvements, intelligent transportation system enhancements, and other transformative improvements which will facilitate improved mobility and the development of alternative travel options for the future. Arterial improvements and system access projects may also be included in another category of the Expenditure Plan.

Citrus Heights (5.29%)

\$ 167,900,000.00

-
- “Fix It First” street maintenance and rehabilitation
 - “Complete Streets” improvements:
 - Auburn Blvd (Rusch Park – I-80)
 - Auburn Blvd (Sylvan Corners – Greenback Lane)
 - Auburn Blvd (Greenback Lane – Manzanita Avenue)
 - Antelope Road (Auburn Blvd – Old Auburn Road)
 - Dewey Drive (Greenback Lane – Connemara Circle)
 - Fair Oaks Blvd (Oak Avenue – Madison Avenue)
 - Greenback Lane (Sunrise Blvd – Fair Oaks Blvd)
 - Oak Avenue (Sunrise Blvd – Wachtel Way)
 - Old Auburn Road (Sylvan Corners – Roseville City Limit)
 - Roseville Road (Butternut Drive – City Limit)

- San Juan Avenue (Madison Avenue – Sylvan Road)
- Sunrise Blvd (Sayonara Drive – North City Limit)*
- Sylvan Road (San Juan Avenue – Sylvan Corners)
- Wachtel Way (Oak Avenue – Auburn Road)
- Van Maren Lane (Greenback Lane – Garden Gate Drive)
- Antelope Road/I-80 Interchange (bike, pedestrian, Americans with Disabilities Act and congestion relief improvements)
- Implementation of intelligent transportation system improvements
- Implementation of a bicycle master plan
- Implementation of a pedestrian master plan
- Implementation of an Americans with Disabilities Act transition plan
- Support of a local transportation management agency

Elk Grove (10.99%)

\$ 348,820,000.00

- “Fix It First” street maintenance and rehabilitation
- Widen, rebuild, and extend Kammerer Road**
- Construct SR-99 at Whitelock Parkway Interchange**
- Implementation of an intelligent transportation system master plan
- Signal maintenance and rehabilitation
- Citywide “complete streets” improvements
- Implementation of bicycle, pedestrian, trails, and Americans with Disabilities Act master plans
- Trail maintenance and rehabilitation, including:
 - Laguna Creek Trail
 - Elk Grove Creek Trail
 - Powerline Trail
 - Stone Lake Trail
- Congestion reduction on Elk Grove Blvd**
- Congestion reduction on Laguna Blvd/Bond Road**
- Pedestrian overcrossing of UPRR on Elk Grove Blvd
- Pedestrian overcrossing of UPRR on Laguna Blvd
- Support of a local transportation management agency

Folsom (5.29%)

\$ 167,900,000.00

- “Fix It First” street maintenance and rehabilitation
- Construct US-50 at Empire Ranch Road Interchange**

- Construct US-50 at Oak Avenue Parkway Interchange**
- Construct US-50 Rowberry Overcrossing between Oak Avenue Pkwy and Prairie City Road**
- Widen White Rock Road (Prairie City Road – Empire Ranch Road)
- Folsom Blvd bicycle overcrossing
- Implementation of an intelligent transportation systems master plan
- Implementation of a bicycle master plan
- Implementation of a pedestrian master plan
- Implementation of an Americans with Disabilities Act transition plan
- Folsom Lake State Recreation Area Trail improvements
- Support of a local transportation management agency

Galt (1.70%)

\$ 53,960,000.00

-
- “Fix It First” street maintenance and rehabilitation
 - Construct SR-99 at Walnut Avenue Interchange**
 - Implementation of a bicycle master plan
 - Implementation of a pedestrian master plan
 - Implementation of an Americans with Disabilities Act transition plan
 - Carillion Blvd “complete streets” improvements
 - Support of a local transportation management agency

Isleton (Fixed Amount)

\$ 2,000,000.00

-
- “Fix It First” street maintenance and rehabilitation
 - Community Center Americans with Disabilities Act ramps and parking lot rehabilitation
 - Safety lights for Tower Park and Ride Lot
 - Electric vehicle charging stations
 - Dock/ferry station rehabilitation
 - Implementation of a green streets plan
 - Pilot program shuttle, Isleton to E-Bart station
 - Support of a local transportation management agency

Rancho Cordova (5.09%)

\$ 161,560,000.00

-
- “Fix It First” street maintenance and rehabilitation
 - Construct US-50 at Rancho Cordova Parkway Interchange, including the Interchange at US-50 to White Rock Road**

- Widen White Rock Road (Sunrise Blvd – Grant Line Road)
- Widen Douglas Road (Sunrise Blvd – Western City Limit with Bridge over Folsom South Canal)
- “Complete streets” improvements to Sunrise Blvd (Folsom Blvd – Jackson Highway)*
- “Complete streets” improvements to Mather Field Road
- “Complete streets” improvements to Coloma Road
- Zinfandel bicycle and pedestrian US-50 overcrossing
- Implementation of a bicycle master plan
- Implementation of a pedestrian master plan
- Implementation of an Americans with Disabilities Act transition plan
- American River Parkway improvements
- Support of a local transportation management agency

City of Sacramento (31.27%)

\$ 992,510,000.00

-
- “Fix It First” maintenance and rehabilitation (to include “complete streets” and safety elements whenever feasible)
 - Implementation of an intelligent transportation system master plan
 - Implementation of a vision zero action plan, including improvements related to high injury networks and safe routes to school
 - “Complete streets” improvements, including:
 - Stockton Blvd*
 - Franklin Blvd
 - Fruitridge Road
 - Northgate Blvd
 - Meadowview Road/24th Street
 - Broadway
 - Implementation of an active transportation plan, including
 - Implementation of a bikeway master plan
 - Implementation of a pedestrian master plan
 - Accessibility improvements
 - Pedestrian and bicycle safety improvements
 - 14th Avenue extension
 - 67th Street bike/pedestrian tunnel to CSUS
 - Operations and security
 - Support of strategic local transportation management agency initiatives
 - Parking facilities

- “Fix It First” street maintenance and rehabilitation
- “Fix It First” bridge maintenance, rehabilitation, and replacement
- “Fix It First” signal and ITS maintenance and rehabilitation
- Implementation of a local roadway safety plan (LRSP)
- Implementation of an active transportation plan, including a bicycle master plan and a pedestrian master plan
- Implementation of a smart region technology plan
- Implementation of an Americans with Disabilities Act transition plan
- Implementation of intelligent transportation systems
- Improve access to the American River Parkway
- American River Parkway improvements
- Support and construction of mobility hubs
- Infrastructure and support of MicroMobility and SharedMobility services
- Infrastructure and support of transportation demand management
- Hazel Avenue/US-50 Interchange**
- North Watt Avenue at UPRR/Capitol Corridor Overcrossing
- Arterial corridor rehabilitation with “complete streets” improvements, intelligent transportation system improvements, and streetscape:
 - Arden Way (Ethan Way – Watt Avenue)*
 - Auburn Blvd (Fulton Avenue – Manzanita Avenue)
 - Cypress Avenue (Edison Avenue – Manzanita Avenue)
 - El Camino Avenue (Ethan Way – Fair Oaks Blvd)
 - Elverta Road (Watt Avenue – Antelope Road)
 - Fair Oaks Blvd (Howe Avenue – Madison Avenue)**
 - Folsom Blvd (Watt Avenue – Bradshaw Road)**
 - Fulton Avenue (Auburn Blvd – Fair Oaks Blvd)
 - Garfield Avenue (Greenback Lane – Winding Way)
 - Greenback Lane (Hazel Avenue – Madison Avenue)
 - Howe Avenue (Auburn Blvd – Fair Oaks Blvd)
 - Madison Avenue (Watt Avenue – Sunrise Blvd)
 - Manzanita Avenue (Auburn Blvd – Fair Oaks Blvd)
 - Marconi Avenue (Howe Avenue – Fair Oaks Blvd)
 - Oak Avenue (Hazel Avenue – Folsom City Limit)
 - Pasadena Avenue (Cypress Avenue – Winding Way)

- Power Inn Road (Florin Road – Calvine Road)
- San Juan Avenue (Madison Avenue – Fair Oaks Blvd)
- Stockton Blvd (North of 65th Street – Power Inn Road)
- Sunrise Blvd (Madison Avenue – Coloma Road)
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)**
- 47th Avenue (Franklin Blvd – Stockton Blvd)
- Other locations with similar needs
- Road capacity expansion with “complete streets” and intelligent transportation system improvements:
 - Antelope Road (Watt Avenue – Roseville Road)
 - Bradshaw Road (Old Placerville Road – Calvine Road)
 - Calvine Road (Power Inn Road – Grant Line Road)
 - Douglas Road (Rancho Cordova City Limit – Kiefer Blvd)
 - Elkhorn Blvd (Rio Linda Blvd – I-80)
 - Elverta Road (SR-99 – Watt Avenue)
 - Greenback Lane (Fair Oaks Blvd – Hazel Avenue)
 - Hazel Avenue (Placer County Line to Madison Avenue)
 - Jackson Highway (Watt Avenue – Grant Line Road)
 - Madison Avenue (Sunrise Blvd – Greenback Lane)
 - North Watt Avenue (Antelope Road – Capital City Freeway)
 - Roseville Road (Airbase Drive – Placer County Line)
 - South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)**
 - Sunrise Blvd (Jackson Highway – Grant Line Road)**
 - Other locations with similar needs
- Support of a local transportation management agency

LOCAL STREETS AND ROADS

Local Projects of Regional Significance (8.53%)

\$ 700,000,000.00

8.53% of all annual net tax revenues generated by this Measure shall be allocated to the Implementing Agencies listed in this category to fund projects within the boundaries of these agencies that provide a regional benefit to the overall transportation network. These projects include construction or modifications to interchanges interfacing with state highways, and projects that are required for mitigation purposes for new or expanded access to the system improvements to local arterials that promote regional connectivity. The interchange projects listed will require a federal, state, local, and/ or developer match of at least one-third of the cost of the improvement. Allocations are reflected in the percentage allocations below, which take into account population, lane miles, and sales tax generation, and funding will be provided to local jurisdictions

for expenditure on these specific projects only. Implementing Agencies are shown for each project.

Citrus Heights (3.60%)

\$ 25,200,000.00

- Auburn Blvd Phase II (Rusch Park – I-80**)
- Madison Avenue Corridor (Fair Oaks Blvd – San Juan Avenue)
- Sunrise Blvd (Sayonara Drive – Madison Avenue)**
- Antelope Road/I-80 Interchange (bike, pedestrian, Americans with Disabilities Act, and congestion relief improvements)**

Elk Grove (10.20%)

\$ 71,400,000.00

- Whitelock Parkway/SR-99 Interchange**
- Elk Grove Blvd congestion relief**
- Laguna Blvd/Bond Road congestion relief**

Folsom (10.50%)

\$ 73,500,000.00

- Empire Ranch Road/US-50 Interchange**
- Oak Avenue Parkway/US-50 Interchange**
- East Bidwell/US-50 interchange improvements**
- Rowberry Overcrossing/US-50 between Oak Avenue Pkwy and Prairie City Road**
- Oak Avenue Parkway (Folsom-Auburn Road – American River Canyon Drive)
- Folsom-Auburn Road at Folsom Lake Crossing
- Folsom Blvd/Blue Ravine Road Rail/Trail Grade Separation

Galt (1.20%)

\$ 8,400,000.00

- Walnut Avenue/SR-99 Interchange**

Isleton (0.10%)

\$ 700,000.00

- Local street and road repair
- SR-160 safety plan

Rancho Cordova (10.50%)

\$ 73,500,000.00

- Rancho Cordova Parkway/US-50 Interchange, including the Interchange at US-50 to White Rock Road**
- White Rock Road complete streets (Sunrise Blvd – Grant Line Road)

- Widen Douglas Road (Sunrise Blvd – West City Limit)**

City of Sacramento (30.20%)

\$ 211,400,000.00

- Richards Blvd/I-5 Interchange
- Mack Road/SR-99 Interchange (safety improvements)
- 65th Street/US-50 Interchange
- I Street Bridge replacement (Railyards Blvd) over Sacramento River
- American River Bridge to South Natomas
- Broadway Bridge over Sacramento River
- Improvements to Cosumnes River Blvd (SR-99 – Franklin Blvd)
- West El Camino Avenue/I-80 Interchange
- Northgate Blvd/I-80 Interchange
- Sacramento River/American River/regional bike trails (development, patrol, and maintenance for those areas not covered by Sacramento County Parks)
- Intermodal Transportation Facility development

County of Sacramento (33.70%)

\$ 235,900,000.00

- Arden Way (Ethan Way – Watt Avenue)**
- Bradshaw Road (Old Placerville Road – Calvine Road)**
- Elverta Road (SR-99 – Antelope Road)
- Fair Oaks Blvd (Howe Avenue – Madison Avenue)**
- Folsom Blvd (Watt Avenue – Bradshaw Road)**
- Hazel Avenue/US-50 Interchange**
- Madison Avenue (Watt Avenue – Greenback Lane)
- Rural road shoulder and safety improvements
- South Watt Avenue/Elk Grove-Florin Road (Kiefer Blvd – Calvine Road)**
- Sunrise Blvd (Jackson Highway – Grant Line Road)**
- Watt Avenue (Capital City Freeway – Fair Oaks Blvd)**
- 47th Avenue (Franklin Blvd – Stockton Blvd)

* Includes implementation of SacRT High Capacity Corridor

**Project may also be included in another category

**SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT)
MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE
SYSTEM IMPROVEMENTS (25.11%)**

\$ 2,060,000,000.00

25.11% of all annual net tax revenues generated by this Measure shall be allocated monthly to SacRT for the transit equivalent of “Fix It First” along with needed operational and other transformative improvements. For the first five years following implementation of this Measure, not less than one-third of these funds will be spent on operational needs to achieve a state of good repair of the transit system, bus and light rail vehicle replacement, safety, security, and continuation of the RydeFreeRT fare assistance program for students/youth in grades K-12 as well as fare assistance for senior, disabled, student, and low-income passengers. During this period, SacRT will only be eligible for this funding to the extent performance metrics in the following categories are met:

1. Performance goals and industry standards for the percentage of buses and light rail vehicles that meet or exceed useful vehicle life or average vehicle age benchmarks;
2. Performance goals and industry standards for miles between road calls, on-time performance, missed trips, and safety/security key performance indicators; and
3. Performance goals and industry standards consistent with generally applicable state law, including the California Transportation Development Act (TDA) goals and requirements, as may be amended from time to time, which currently include meeting minimum farebox recovery ratio requirements and independent performance audits conducted every three years.

Other investments with these funds are intended to provide for improved access for the senior and disabled populations, fare subsidies for transit-dependent riders, financial support for expanded light rail operations, and the implementation of innovative services that will improve transit connections and encourage increased ridership. The following projects will be eligible for funding through this category:

- Increase bus and rail service frequency, and span of coverage
- Continuation of RydeFreeRT (Grades K-12)
- State of good repair, bus replacement, safety, security, and facilities
- Fare subsidy program for seniors and low-income passengers
- Low-floor trains systemwide
- Americans with Disabilities Act upgrades for bus and rail, including station upgrades to accommodate low-floor trains
- Full zero emission replacement buses
- Innovative transit-oriented development
- On-demand transit such as SmaRT Ride type programs
- Florin Station transit-oriented development partnership (\$1.0 million)
- SmaRT Ride Microtransit program

CONGESTION RELIEF IMPROVEMENTS (22.43%)

\$ 1,840,000,000.00

22.43% of all annual net sales revenues generated by this Measure shall be allocated to the Implementing Agencies indicated for highway, transit, or rail projects that reduce congestion, expand capacity, improve operations, and enhance access to the transportation system. Allocations of funding to Caltrans for highway congestion improvements will be used by the department for both project development and capital expenses associated with the projects listed and will provide

matching leverage for additional state and federal dollars. Allocations of funding to the Capital Southeast Connector Joint Powers Authority for the Capital Southeast Connector project shall be allocated monthly and will be used for project management and development and capital expenses associated with the project. To help mitigate regional greenhouse gas emissions and in furtherance of the region's sustainable communities strategy, the Capital Southeast Connector Joint Powers Authority will consult with SacRT to develop a transit component for the project at appropriate locations. Proposed allocation amounts for SacRT bus and light rail projects included as transit and rail congestion improvements are intended to be flexible to allow for the transit agency to best apply the available funding to achieve the maximum benefit in matching funds from state and federal sources.

**Transit and Rail Congestion Improvement
Projects (10.85%)**

\$ 890,000,000.00

10.85% of all annual net tax revenues generated by this Measure shall be allocated on a monthly basis to SacRT for transit and rail projects that reduce congestion, expand capacity, improve operations, and enhance access to the transportation system. The proposed allocation amounts for bus and light rail projects are intended to be flexible to allow for SacRT to best apply the funding to achieve the maximum benefit in matching funds from state and federal resources.

- Capital improvement projects:
 - LRT peak service trains
 - LRT extensions, Green Line to the airport, Blue Line to Elk Gove and Citrus Heights, Gold Line to Folsom
 - High capacity bus corridor network throughout Sacramento County, including but not limited to Stockton Blvd, Watt Ave, Sunrise Blvd, Florin Rd, and Arden Way
 - BRT to Citrus Heights, Stockton Blvd, and Sunrise in Rancho Cordova
 - In coordination with the Capital Southeast Connector Joint Powers Authority, design, plan and construct a transit component, such as a bus rapid transit service, along the Capital Southeast Connector corridor to mitigate greenhouse gas (GHG) emissions and meet air quality targets. SacRT will match \$40 million in revenues generated by this Measure with \$80 million in state and federal funds for a total of \$120 million in resources toward this goal. The project would consist of providing signaling and a bypass at critical connector sections to improve service, lower travel time, and reduce GHG impacts

Highway Congestion Improvement Projects (11.58%)

\$ 950,000,000.00

11.58% of all annual net tax revenue generated by this Measure shall be allocated to Caltrans and the Capital Southeast Connector Joint Powers Authority for highway congestion improvement projects, including state highway improvements and the Capital Southeast Connector project in Sacramento County. Allocations of funding to Caltrans will be used by the department for both project development and capital expenses associated with the projects included in this category and the funding is intended to provide matching leverage for additional state and federal dollars to ultimately complete the identified projects. Allocations of funding to the Capital Southeast Connector Joint Powers Authority will be used for project management

and development and capital expenses associated with the project. To help mitigate regional greenhouse gas emissions, the Capital Southeast Connector Joint Powers Authority will consult with SacRT in the development of a transit component, such as a bus rapid transit service, for appropriate locations on the Connector Road between I-5 and the El Dorado County Line.

- Caltrans
 (7.92% of all annual net tax revenue generated by this Measure) \$ 650,000,000.00
 - Capital City Freeway Bus/Carpool Lanes (I-80 – P Street)
 - I-5 Bus/Carpool Lanes (US-50 – SMF)
 - I-5/I-80 Interchange complex improvements
 - I-5/US-50 Interchange complex improvements
 - SR-99/US-50/Bus-80 Interchange complex improvements
 - SR-99 Bus/Carpool Lanes (I-5 to Sac/Sutter County Line)
 - I-5/SR-99 interchange complex improvements
- Capital Southeast Connector Joint Powers Authority for Capital Southeast Connector (I-5 – US-50)
 (3.66% of annual net tax revenue generated by this Measure) \$ 300,000,000.00

SENIOR AND DISABLED TRANSPORTATION SERVICES (3.05%) \$ 250,000,000.00

3.05% of all annual net tax revenues generated by this Measure shall be allocated to SacRT and any designated Consolidated Transportation Services Agency to provide transit services for Sacramento County’s senior and disabled populations, including vehicle acquisition, operations of Americans with Disabilities Act and Non-Americans with Disabilities Act demand response service and maintenance, development and implementation of scheduling, communications, and service delivery technology to improve customer interface, senior and disabled low-fare discount programs, planning and implementation of new services to accommodate a growing customer base, such as SacRT’s SmartRide service, or other similar services, for senior and disabled populations, maintenance and delivery of social services transportation, mobility training, and other innovative mobility management programs designed for elderly and disabled populations. These funds shall be split 80% to SacRT and 20% to designated transportation services agencies.

AIR QUALITY (2.16%) \$ 177,500,000.00

2.16% of all annual net tax revenues generated by this Measure shall be allocated to the Sacramento Metropolitan Air Quality Management District (SMAQMD) to provide funding for monitoring, planning, emission reduction, and future mobility programs to promote clean air, mitigate climate change and transportation pollution, respond to wildfire smoke impacts, and achieve and maintain health-based air quality standards and low-carbon development goals. Pursuant to generally applicable law, meeting these standards as demonstrated in an approved State Implementation Plan for the Sacramento Region is a legally binding requirement for the region to receive federal funds for road widening, new roads, and other infrastructure projects. The funds will also leverage millions in State dollars to support other regional efforts for active transportation and land use, electrification of the transportation sector, and future mobility options, including deployment of electric school buses, electric transit for first- and last-mile trips, electric charging and hydrogen fueling infrastructure, and micro-mobility shared uses.

Percentages may not add to 100% due to rounding.

IV. “Off the Top” and Program Administration & Independent Taxpayer Oversight Expenditures

The following projects/items are authorized “Off the Top” and Program Administration & Independent Taxpayer Oversight expenditures pursuant to Sections I.B and I.P, respectively herein, and are not subject to the percentage-based net revenue allocations within spending categories as set forth above in Section III:

REGIONAL MOBILITY CENTER	\$ 20,000,000.00
---------------------------------	-------------------------

\$500,000 in annual tax revenues generated by this Measure, not to exceed \$20 million for the Program Period, shall be available to the City of Sacramento for a Regional Mobility Center to provide funding in collaboration with other public and private entities, for a center to foster innovation in clean transportation, including electric and automated vehicle technology, to develop future smart mobility solutions for the region.

The center will provide a platform for industry innovators, educational institutions, and clean tech regulators to conduct research and development work to create new technology and hardware, and provide a supportive regional environment to attract and grow transformative mobility startup businesses in the area, adding new jobs and stimulating investment in clean and innovative mobility solutions. The center will also contribute to machinery and equipment costs that will be used to train a future workforce for the clean mobility sector.

COMMUTER RAIL SERVICE ENHANCEMENTS	\$ 80,000,000.00
---	-------------------------

\$2 million in annual tax revenues generated by this Measure, not to exceed \$80 million for the Program Period, shall be available to the San Joaquin Regional Rail Commission for operations and service enhancements related to the Altamont Corridor Express (ACE) service that benefit Sacramento County residents. Determination of that benefit shall be based on the route-miles of ACE service and the number of stations served by ACE in Sacramento County.

SACRAMENTO INTERMODAL TRANSPORTATION FACILITY	\$ 40,000,000.00
--	-------------------------

\$1 million in annual tax revenues generated by this Measure, not to exceed \$40 million for the Program Period, shall be available to the City of Sacramento for support of operations related to the Sacramento Intermodal Transportation Facility.

TRANSPORTATION MANAGEMENT AGENCIES	\$ 8,000,000.00
---	------------------------

\$200,000 in annual tax revenues generated by this Measure, not to exceed \$8 million for the Program Period, shall be available to SACOG and the Sacramento Metropolitan Air Quality Management District (SMAQMD) to support the activities of Transportation Management Agencies in Sacramento County. Allocation details and program performance metrics will be developed by SACOG and SMAQMD in coordination with County Transportation Management Agencies prior to April 1, 2023, and subject to approval of the Authority.

AMERICAN RIVER PARKWAY	\$ 64,000,000.00
-------------------------------	-------------------------

Not more than \$64 million in tax revenues generated by this Measure will be dedicated to the County of Sacramento, Department of Regional Parks, for the American River Parkway. The available funds will be allocated as follows: \$1 million per year from April 1, 2023, through March 31, 2039, and \$2 million per year for the remaining Program Period. Activities funded through this program will be coordinated with the appropriate jurisdictions in which the Parkway is located and projects eligible for funding shall include trail maintenance and rehabilitation, habitat preservation, and safety programs for trail segments where crime and safety conditions are an identified problem, so as to preserve and enhance active transportation use.

PROGRAM ADMINISTRATION & INDEPENDENT TAXPAYER OVERSIGHT

(1.00% “Off the Top”)

\$ 85,000,000.00

Not more than 1.00% of all annual gross tax revenues generated by this Measure, after deductions for the collection costs of the CDTFA, shall be available for program administration and independent taxpayer oversight of the Measure. The 1% limitation applies to administrative expenditures and support of the Independent Taxpayer Oversight Committee. The Authority may consider increasing the Program Administration allocation up to 1.5% through an Expenditure Plan amendment, as provided for in Sections V and XIII of this Measure, which increase shall only be effective after the expiration of the Existing Tax.

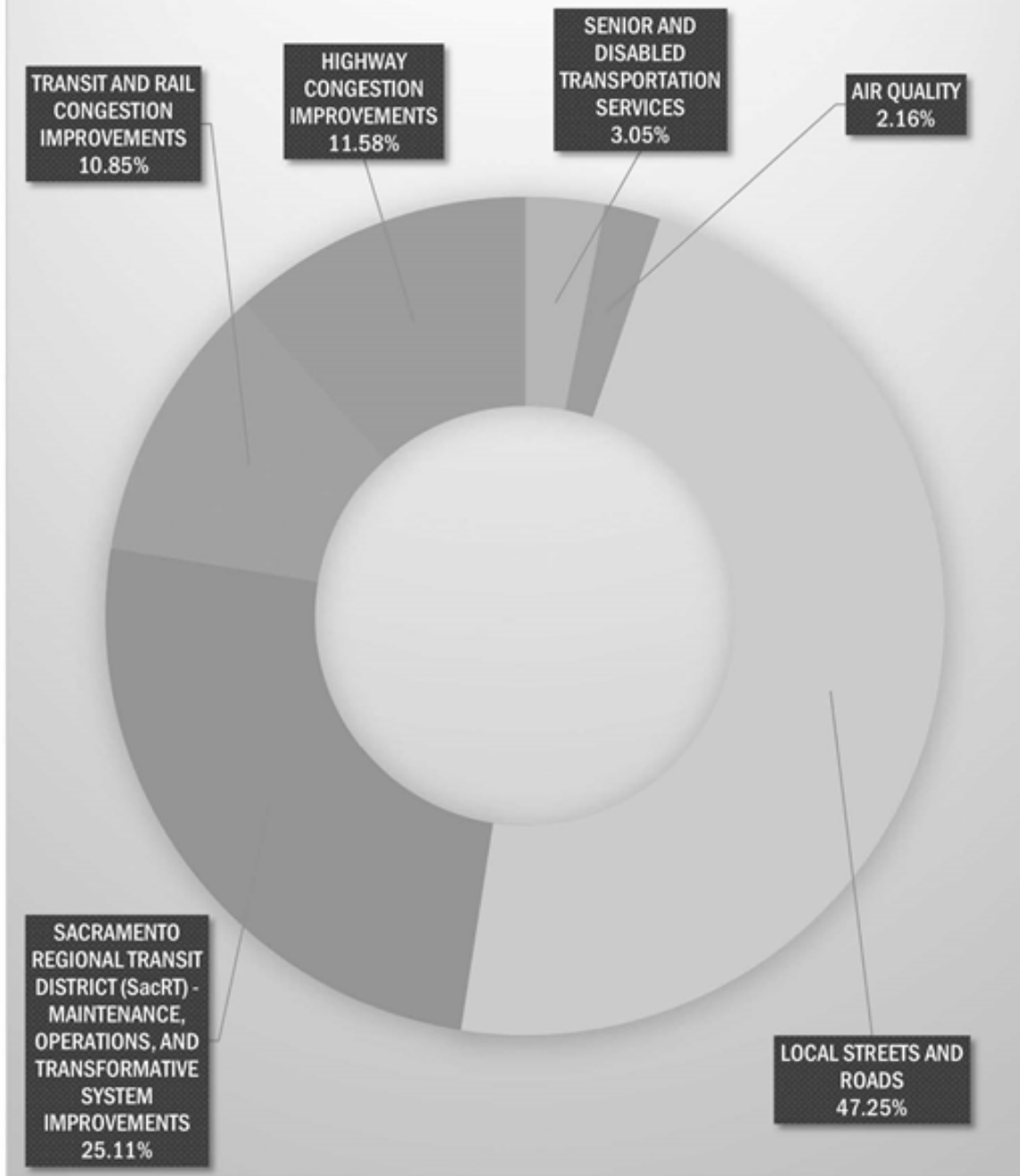
The following charts reflect the estimated allocation of revenue generated by the Measure to Implementing Agencies for eligible projects within each Measure Revenue Percentage Allocation Spending Category set forth in this Expenditure Plan:

PROPOSED MEASURE REVENUE ALLOCATIONS

(All dollar figures are estimates and are stated in millions of dollars)

LOCAL STREETS AND ROADS	47.25%	\$ 3,876,000,000
Local Street and Road Repair and Transformative System Improvements		
	38.72%	\$ 3,176,000,000
Citrus Heights	5.29%	\$ 167,900,000
Elk Grove	10.99%	\$ 348,820,000
Folsom	5.29%	\$ 167,900,000
Galt	1.70%	\$ 53,960,000
Isleton	Fixed Amount	\$ 2,000,000
Rancho Cordova	5.09%	\$ 161,560,000
City of Sacramento	31.27%	\$ 992,510,000
County of Sacramento	40.36%	\$ 1,281,030,000
Local Projects of Regional Significance		
	8.53%	\$ 700,000,000
Citrus Heights	3.60%	\$ 25,200,000
Elk Grove	10.20%	\$ 71,400,000
Folsom	10.50%	\$ 73,500,000
Galt	1.20%	\$ 8,400,000
Isleton	0.10%	\$ 700,000
Rancho Cordova	10.50%	\$ 73,500,000
City of Sacramento	30.20%	\$ 211,400,000
County of Sacramento	33.70%	\$ 235,900,000
SACRAMENTO REGIONAL TRANSIT DISTRICT (SacRT) - MAINTENANCE, OPERATIONS, AND TRANSFORMATIVE SYSTEM IMPROVEMENTS	25.11%	\$ 2,060,000,000
CONGESTION RELIEF IMPROVEMENTS	22.43%	\$ 1,840,000,000
Transit and Rail Congestion Improvement Projects		
	10.85%	\$ 890,000,000
Highway Congestion Improvement Projects		
	11.58%	\$ 950,000,000
SENIOR AND DISABLED TRANSPORTATION SERVICES	3.05%	\$ 250,000,000
AIR QUALITY	2.16%	\$ 177,500,000
REGIONAL MOBILITY CENTER		\$ 20,000,000
COMMUTER RAIL SERVICE ENHANCEMENTS		\$ 80,000,000
SACRAMENTO INTERMODAL TRANSPORTATION FACILITY		\$ 40,000,000
TRANSPORTATION MANAGEMENT AGENCIES		\$ 8,000,000
AMERICAN RIVER PARKWAY		\$ 64,000,000
PROGRAM ADMINISTRATION & INDEPENDENT TAXPAYER OVERSIGHT	1.00% off the top	\$ 85,000,000
TOTAL MEASURE REVENUE ALLOCATIONS		\$ 8,500,500,000

MEASURE REVENUE ALLOCATION CHART



"Percentages are net of any applicable required California Department of Tax and Fee Administration (CDTFA) collection fees as well as Authority Program Administration and Independent Taxpayer Oversight costs (1% of all annual gross tax revenues generated by the Measure) and direct allocation of fixed dollar amounts to a Regional Mobility Center, Commuter Rail Service Enhancements, the Sacramento Intermodal Transportation Facility, Transportation Management Agencies, and the American River Parkway."

EXHIBIT B

INDEPENDENT TAXPAYER OVERSIGHT COMMITTEE

A. Background.

In 2004, when Authority voters approved the Existing Tax, they required the creation of the Independent Taxpayer Oversight Committee (“ITOC”) to review the fiscal and program performance of the Existing Tax transportation program through an annual audit, to ensure that all Existing Tax funds are spent by the Authority in accordance with all provisions of the voter-approved Existing Tax expenditure plan and measure. The ITOC’s other mission is to provide positive, constructive advice to the Authority on how to improve implementation over the thirty-year course of the Existing Tax program for the benefit of Sacramento County residents and businesses, and to study and report on other issues related to the current or future use of transportation tax funds that may be expressly authorized by the Authority Board.

Per prior voter approval, ITOC members are selected pursuant to an open selection process that actively advertises for potential members and selects three ITOC members who are residents of Sacramento County and possess the following professional and/or community credentials:

- One member who is a professional—active or retired—in the field of municipal audit, finance and/or budgeting with at least five years in a relevant and senior decision-making position in the public or private sector.
- One member who is a licensed civil engineer or trained transportation planner—active or retired—with at least five years of demonstrated experience in the field of transportation in government and/or the private sector.
- One member who is a current or retired manager of major public and/or privately financed development or construction projects, who by training and experience would understand the complexity, costs, and implementation issues involved in building large scale infrastructure improvements.

Additionally, the Chair of the Authority Governing Board, the Executive Director of the Authority, and the County Auditor shall serve as ex-officio non-voting members of the ITOC.

Authority voters, when requiring the creation of the ITOC in 2004, also imposed the following terms and conditions on ITOC members:

- Members shall serve staggered four-year terms. In no case shall any voting committee member serve more than eight years on the ITOC.
- Members shall serve without compensation, except they shall be reimbursed for authorized travel and other expenses directly related to the work of the ITOC.
- Members cannot be current local elected officials in the county or a full time or part time staff member of any city, the county government, local transit operator, or state transportation agency.
- If and when vacancies on the ITOC occur on the part of voting ITOC members, the Authority shall appoint an appropriate replacement within 90 days of the vacancy to fill the remainder of the term.
- **Conflict of Interest Prohibition:** ITOC voting members are prohibited from acting in any commercial activity directly or indirectly involving the Authority, such as being a consultant or vendor to the Authority during their tenure on the ITOC. ITOC voting members shall not have direct commercial interest or employment with any public or private entity that receives transportation tax funds authorized by the voters.

B. Extension and Expansion of Authorization for the Independent Taxpayer Oversight Committee

In order ensure comprehensive oversight of the tax revenues generated by this Measure, while at the same time avoiding unnecessary duplication of administrative costs with respect to the ITOC's current oversight of the Existing Tax revenues, voters hereby require the continuation and extension of the ITOC's authority and mandatory obligations as follows:

1. Required ITOC Oversight of Measure funds and Expenditure Plan. The ITOC shall supervise regular audits to assess the fiscal and program performance of this Measure's transportation tax program to ensure that all tax funds generated by this Measure are expended effectively and in accordance with the provisions of this Measure, including the Expenditure Plan. The ITOC shall also provide constructive advice to the Authority Board and staff on how to improve program implementation, and will study and report on other issues related to current or future administration of this Measure's tax funds.

The ITOC shall continue as long as funds from the tax approved by this Measure are made available. The Authority Board and staff shall fully cooperate with and provide necessary financial and staff support to ensure that the ITOC effectively carries out its duties and obligations. The annual cost of the new/additional activities of ITOC pursuant to the Measure shall not exceed \$150,000, adjusted for inflation, and shall be derived from the one percent (1.0%) of annual tax funds earmarked for Authority administration.

2. ITOC Membership and Selection Requirements. The composition of the ITOC, eligibility for membership, service terms, and the process for selecting and replacing members, including but not limited to when the Existing Tax expires, and the provisions prohibiting conflicts of interest will be as set forth herein above, consistent with voters' intent for a single ITOC to oversee both the Existing Tax program and the tax program adopted by this Measure. Notwithstanding the foregoing, given the anticipated increased demands on the ITOC in light of its new responsibilities with respect to the tax program adopted by this Measure, the Authority is authorized to add up to two additional ITOC members, subject to the same policies and requirements set forth herein above, except the eligibility for membership of the two additional members shall be residents of Sacramento County whose community engagement and/or professional background have resulted in significant knowledge related to transportation, the County's mobility needs, and governmental processes.

3. Audit Requirement for Measure Funds and Tax Program. The ITOC shall supervise annual fiscal audits and periodic performance audits of the Measure funds and tax program, which shall be performed in accordance with generally accepted auditing standards and government auditing standards issued by the Comptroller General of the United States, as may be amended from time to time. Performance audits will assess program performance relative to standards to be adopted by the Authority Board. The Board shall adopt program performance standards no later than April 1, 2023, and shall review said standards for currency at least every five years.

4. Role of Financial and Performance Audits. The ITOC shall under the competitive procurement rules of the Authority consult with the Executive Director and the Authority Board regarding the selection of a professional auditing firm to conduct the fiscal and performance audits of the receipt and expenditure of all Measure funds. The ITOC will report audit results—with a detailed listing of findings—to the Authority Board and public. The ITOC will recommend additional audits or program review that it believes will improve the financial operation and integrity of program implementation, while meeting all voter mandates. No professional audit firm will conduct more than five consecutive annual fiscal audits. The Authority Board shall consider findings and recommendations from each annual audit at a publicly-noticed meeting. The annual audit report shall be made readily available to the public on the Authority's website.

ARGUMENT IN FAVOR OF MEASURE A

Vote YES on Measure A, the Sacramento region's **Fix-it-First blueprint**. Measure A is the result of a citizens' initiative to make the county-wide transportation improvements residents have been demanding. Every city and community in Sacramento County will benefit.

Measure A puts its **highest priority on fixing potholes and repaving deteriorating streets** and roads. And it does so much more!

Vote YES on Measure A for:

- * **Safer streets, intersections and routes to school**
- * **American River Parkway safety**, maintenance and preservation
- * **Bike and pedestrian improvements** throughout the region
- * **Senior and disabled transportation** improvements and **reduced fares**
- * **Congestion relief** and freeway interchange modernization
- * A new south-county expressway connecting Highways 50, 99 and Interstate 5 to **reduce congestion and shorten travel times** between Folsom and Elk Grove
- * **Extension of Light Rail to the Airport**
- * **Improvements to major commute routes** through our neighborhoods
- * Critical steps to **fight climate change**
- * **Bus/light rail safety** and service improvements
- * Creation of over 3,000 **good-paying jobs**

Vote YES on Measure A to protect taxpayers by requiring citizen oversight, audits and annual public reports.

Measure A will provide the local financial match to assure we get **hundreds of millions of additional state and federal dollars** to fix our roads and upgrade local transit.

Measure A requires projects to comply with state and federal environmental laws and **expressly requires projects to mitigate their greenhouse gas impacts** in order to meet regional **greenhouse gas reduction goals**. A formal agreement between Sacramento Transportation Authority and Sacramento Area Council of Governments ensures regional coordination and compliance with these provisions.

Measure A includes projects that **will finally address needed river crossings**:

- * **Replacing the 111-year-old I Street Bridge** across the Sacramento River.
- * Supporting planning for **a new American River Bridge** from downtown Sacramento to South Natomas.

Measure A benefits every neighborhood with smoother, safer roads and more efficient traffic flows, cutting our commute times. **Vote YES on Measure A.**

s/Michael Quigley

Executive Director, California Alliance for Jobs

s/Joe Cruz

Executive Director, California State Council of Laborers

s/Will Kempton

Former Director, CalTrans

s/Lisa Nicolls
President, Sacramento Region Business Association
s/Phil Serna
Board Member, California Air Resources Board

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE A

VOTE NO on MEASURE A

Special interests that paid to place Measure A on the ballot (and their expensive political consultants that helped prepare their arguments) are hiding key facts:

- **Measure A will raise your taxes by \$8.5 billion to fund projects that benefit the same developers and other special interests that paid for this measure.** Raising our taxes does not “protect taxpayers.” Don’t believe the supporter’s propaganda.
- **Measure A will drive up the cost of nearly every consumer good you buy at a time when voters are already crushed by inflation. Doubling the countywide transportation tax will make gasoline even more expensive.**
- **Measure A projects will damage the American River Parkway.** That’s why Save the American River Association urges NO on A.
- **Measure A “jeopardizes” our region’s ability to meet our climate change reduction goals and can worsen our air quality.** The “formal agreement” supporters reference is a smoke screen to hide the measure’s real impacts and is of questionable legal value. Measure A can cost our region billions of dollars in lost state and federal funding if we cannot meet our climate requirements.
- Measure A only dedicates about 3% of funds for senior and disabled transportation yet commits over \$300 million for projects benefitting wealthy development interests.

Measure A hurts taxpayers, increases costs during inflation, and “jeopardizes” our ability to fight climate change and air pollution. That’s why environmental, taxpayer, transit rider, and other groups urge NO on A.

Thank you.

s/Andrew Sawyer
Executive Committee Chair, Mother Lode Chapter Sierra Club
s/Stephen Green
President, Save the American River Association
s/W. Bruce Lee
President, Sacramento Taxpayers Association
s/Michael McKeever
Chief Executive Officer, Retired, Sacramento Area Council of Governments (SACOG)
s/Tamie A. Dramer
Executive Director, Sacramento Transit Riders Union

ARGUMENT AGAINST MEASURE A

If you don't like tax increases, vote NO on MEASURE A.

If you don't want to make climate change or air pollution worse, vote NO.

If you don't want to pay more for the goods you buy, vote NO.

If you don't want YOUR HARD EARNED DOLLARS TO SUBSIDIZE WEALTHY SPECIAL INTERESTS who want YOU to pay for THEIR roads, vote NO.

Measure A will raise taxes in Sacramento County by about \$8,500,000,000 (\$8.5 billion). Measure A was written and paid for by wealthy developers like Cordova Hills Development Corporation who want taxpayers to pay over \$300,000,000 for roads that make their development projects more profitable. Don't believe it? Look at who is funding the YES campaign.

INFLATION IS ALREADY CRUSHING SACRAMENTO CONSUMERS. **MEASURE A WILL MAKE IT WORSE BY DRIVING UP THE COST ON NEARLY EVERY CONSUMER GOOD YOU PURCHASE.**

THE LAST THING WE NEED IS TO FURTHER DRIVE UP COSTS WITH THIS UNNECESSARY AND UNFAIR TAX INCREASE, WHICH WILL HIT MIDDLE AND LOWER INCOME INDIVIDUALS HARDEST.

Furthermore, we have higher priority uses for our tax dollars than providing handouts for wealthy developers. We need more housing that working families can afford and we need to reduce homelessness. We don't need Measure A.

According to the American Lung Association, Sacramento ranks as one of America's top ten "most polluted cities" because of its poor air quality.

And Measure A could "jeopardize" our ability to reach critical climate change emission reduction goals, according to an objective analysis by the Sacramento Area Council of Governments

But the developers that want you to pay for their roads don't care — they want public handouts even if their projects worsen our air and climate.

Taxpayer groups, environmental groups, air quality advocates, and transit riders agree —VOTE NO ON MEASURE A.

s/W. Bruce Lee

President, Sacramento Taxpayers Association

s/Stephen Green

President, Save the American River Association

s/Tamie A. Dramer

Executive Director, Sacramento Transit Riders Union

s/Andrew Sawyer

Executive Committee Chair, Mother Lode Chapter Sierra Club

REBUTTAL TO ARGUMENT AGAINST MEASURE A

Measure A was **put on the ballot after more than 75,000 Sacramento County voters signed petitions** calling for an election to make the county-wide transportation improvements residents have been demanding. Every city and neighborhood in Sacramento County will benefit.

Anyone who drives in Sacramento County recognizes that **the potholes need to be repaired** and that we need **safer routes to school** for our children.

Measure A is **a weapon in the fight against climate change**. Phil Serna, a member of the California Air Resources Board says: “We can’t sit by idly while our climate deteriorates. Measure A will provide **more zero-emission transit vehicles, more convenient and frequent public transportation, and more congestion relief** to fight climate change in the Sacramento region.”

Measure A includes **proven taxpayer protections**. Bob Holderness notes: “The Sacramento Transportation Authority’s budgets and expenditures are regularly reviewed by an Independent Taxpayer Oversight Committee, of which I am a voting member. Taxpayers can be assured that their tax money is being spent on the projects defined in Measure A and that we will continue doing our thorough oversight.”

Measure A will **unlock hundreds of millions of dollars in additional state and federal funding** to help get the most out of our local share of the cost.

Let’s face it. **Measure A opponents want most of the money to go to bus and rail transit**. In fact **Measure A provides hundreds of millions of dollars for transit**. Fortunately, Measure A meets other community priorities as well, **like fixing potholes, making our roads and intersections safer and reducing traffic congestion**. **Vote YES on Measure A**.

s/Michael Quigley

Executive Director, California Alliance for Jobs

s/Joe Cruz

Executive Director, California State Council of Laborers

s/Will Kempton

Former Director, CalTrans

s/Bob Holderness

Member, Sacramento Transportation Authority Independent Taxpayer Oversight Committee

s/Phil Serna

Board Member, California Air Resources Board