

Abbreviated text of Measure for each individual ballot:

LOCAL ROAD REPAIR AND SAFE STREETS ACT. To fix potholes; maintain local streets and roads; improve sidewalks for seniors and people with disabilities; and create safe routes for children walking and bicycling to schools; shall an annual ten dollar (\$10) fee on registered motor vehicles be authorized that cannot be taken by the State, with expenditures subject to annual independent audits, and with all revenue to be spent entirely within Santa Cruz County cities and County?

Yes _____ No _____

Complete Measure Text, including Expenditure Plan:

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The local street/road, pedestrian, and bicycle systems are critical to the everyday movement of people within the county. Current resources do not provide adequate funding to maintain the local street and road system nor improve the pedestrian and bicycle system at the level necessary to adequately serve the public. This additional \$10 motor vehicle registration fee will be used solely for local transportation-related projects and programs that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee.

Expenditure Plan. The Expenditure Plan includes two program categories: (1) Local Street and Road Maintenance and Repairs; and (2) Safe Pedestrian and Bicycle Routes to Schools for children and Pedestrian improvements for seniors and people with disabilities. Benefits of these projects include maintenance of local streets and roads, safety, reduction of traffic congestion and delays, improved air quality, reduced vehicle trips to schools, and increased healthy active transportation for children. The proceeds of the fee shall only be spent for projects and programs within the geographical limits of Santa Cruz County.

100% of the net revenue collected under the \$10 Vehicle Registration Fee will be allocated to local jurisdictions for local streets and roads maintenance and repairs, safe routes to schools, and pedestrian projects on a cost reimbursement basis using the following distribution formula: percentage of net revenue per population of each jurisdiction modified for a minimum guaranteed amount of \$115,000 for each jurisdiction each year. The formula shall be updated each year based on population figures provided by the State of California Department of Finance. No less than 15% of the funds shall be used countywide on Safe Routes to Schools and Pedestrian improvements at least every five years.

- Local Street and Road Maintenance and Repairs Program. Maintains optimal roadway conditions, facilitates the efficient movement of private vehicles, trucks, buses, bicycles, and pedestrians, and improves traffic safety. Much of the local street system has reached its expected life expectancy and deferred maintenance has resulted in an accelerated rate of pavement deterioration. Continued deferred maintenance will result in an exponential increase in the cost of roadway rehabilitation and reconstruction. Typical projects include:

- Roadway maintenance (pavement resurfacing, rehabilitation, striping)
- Storm damage repairs
- Pothole repair

-Safe Pedestrian and Bicycle Routes to Schools and Pedestrian Improvements Program. Many areas of the county currently have inadequate facilities necessary to provide safe access to schools for children walking or

bicycling and to allow seniors and people with disabilities to utilize the pedestrian network. Typical projects include:

- Crosswalks, ramps, and sidewalks that increase mobility for seniors and people with disabilities
- Sidewalks and bicycle facilities that increase safe access to schools

Implementation Plan. To oversee all expenditures funded by the measure in order to ensure that said funds are spent wisely and used only for the purposes approved by the voters, each local jurisdiction shall prepare and adopt an Implementation Plan each year during scheduled public meetings. The Implementation Plan will include detailed project information for each program and specify percentages of the funds allocated to each program. The Implementation Plan shall report to the community on how each jurisdiction spent the prior year's proceeds from the fee and identify the specific maintenance and repair projects, safe pedestrian and bicycle routes to schools projects, and pedestrian improvement projects to be funded by the fee in the forthcoming three years. The draft Implementation Plan shall be provided to the public and SCCRTC advisory committees for review and comment prior to adoption.

Maintenance of effort. The additional funds generated from the imposition of this fee shall supplement, not supplant, existing federal, state, and local funds being used by local jurisdictions for transportation purposes.

Matching funds. Notwithstanding the maintenance of effort requirements of this Act, a portion of the fee revenues may and are expected to be used as matching funds in order to leverage additional federal, state, local or private transportation or other funds for applicable transportation projects and programs.

Annual Independent Audit. In addition to the accountability measures required by law, an annual independent audit will be performed on the programs funded by this Local Road Improvements Act. Annual audits shall be published on the SCCRTC website and shall otherwise be made fully available to the public.

Bonding authority. Upon voter approval of Measure " ", if determined by the board of the SCCRTC or local jurisdictions to be cost effective and to accelerate implementation of projects and thereby reduce repair or rehabilitation costs, those entities shall be authorized to issue, from time to time, limited notes, bonds, certificates of participation, or other evidence of indebtedness, and to secure such indebtedness solely by way of a pledge of the present and future collection of fees authorized by this act, for financing capital outlay expenditures described in the Expenditure Plan.

Effective and Operative Dates. The authorization granted by this Act shall become effective at the close of polls on the Election Day it is approved by two-thirds of the electors voting on the Measure. Notwithstanding the effective date of this authorization, the additional fee authorized by this Act shall be imposed on each original motor vehicle registration, and on each renewal of registration with an expiration date, occurring on or after six months following the adoption of the Measure, unless terminated by the voters of Santa Cruz County.

Administration. The SCCRTC will administer the proceeds of the fee to carry out the purposes described in the Expenditure Plan. As set forth by state law, a maximum of 5% of the proceeds of the fee will be allocated to the administration of the programs with the net revenue used to fund the Expenditure Plan. This includes administrative expenses, audits, reporting, preparation and implementation of state mandated reports associated with collection of the fee including the congestion management program, and other implementation and oversight responsibilities as may be necessary to administer the Expenditure Plan. Unused administration funds will be distributed to local jurisdictions for the Expenditure Plan projects. The state mandated findings of fact that the projects and programs to be funded by the fee have a relationship or benefit to the persons paying the fee and additional information about the measure are available on the SCCRTC website at www.sccrtc.org.