STATE PROPOSITION 36

36 **DRUGS. PROBATION AND TREATMENT PROGRAM. INITIATIVE STATUTE.** Requires probation and drug treatment, not incarceration, for possession, use, transportation of controlled substances and similar parole violations, except sale or manufacture. Authorizes dismissal of charges after completion of treatment. Fiscal Impact: Net annual savings of $100 million to $150 million to the state and about $40 million to local governments. Potential avoidance of one-time capital outlay costs to the state of $450 million to $550 million.

YES 185
NO 186

STATE PROPOSITION 37

37 **FEES. VOTE REQUIREMENTS. TAXES. INITIATIVE CONSTITUTIONAL AMENDMENT.** Requires two-thirds vote of State Legislature, majority or two-thirds of local electorate to impose future state, local fees on activity to study or mitigate its environmental, societal or economic effects. Defines such fees as taxes except property, development, certain other fees. Fiscal Impact: Unknown, potentially significant, reduction in future state and local government revenues from making it more difficult to approve certain regulatory charges.

YES 188
NO 189

STATE PROPOSITION 38

38 **SCHOOL VOUCHERS. STATE-FUNDED PRIVATE AND RELIGIOUS EDUCATION. PUBLIC SCHOOL FUNDING. INITIATIVE CONSTITUTIONAL AMENDMENT.** Authorizes annual state payments of at least $4000 per pupil for private/religious schools. Permits replacement of current constitutional public school funding formula. Fiscal Impact: Near-term state costs from zero to $1.1 billion annually. Long-term state impact from $2 billion in annual costs to $3 billion in annual savings, depending on how many public school students shift to private schools.

YES 191
NO 192

STATE PROPOSITION 39

39 **SCHOOL FACILITIES. 55% LOCAL VOTE. BONDS, TAXES. ACCOUNTABILITY REQUIREMENTS. INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE.** Authorizes bonds for repair, construction or replacement of school facilities, classrooms, if approved by 55% local vote. Fiscal Impact: Increased bond debt for many school districts. Long-term costs statewide could total in the hundreds of millions of dollars annually. Potential longer-term state savings to the extent school districts assume greater responsibility for funding school facilities.

YES 194
NO 195

Continue Voting on Next Page

SB-008.001
Groups: All

DISTRICT

SANTA CLARA VALLEY TRANSPORTATION AUTHORITY

A **1/2 CENT TRANSIT SALES TAX**

To:
- Connect BART to Milpitas, San Jose, Santa Clara;
- Build rail connection from San Jose Airport to BART, Caltrain, light rail;
- Purchase vehicles for disabled access, senior safety, clean air buses;
- Provide light rail throughout Santa Clara County;
- Expand, electrify Caltrain;
- Increase rail, bus service;

Shall Santa Clara Valley Transportation Authority enact a ½ cent sales tax for 30 years beginning 4/1/06 when current tax expires, with annual audits published in local newspapers and an independent citizens watchdog committee?

YES 211
NO 212

SANTA CLARA VALLEY WATER DISTRICT

B **CLEAN, SAFE CREEKS AND NATURAL FLOOD PROTECTION:** Shall the Santa Clara Valley Water District replace an expired program assessment with a special parcel tax, as provided in District Resolution No. 2000–44, to: protect homes, schools, businesses and roads from flooding and erosion; protect, enhance and restore healthy creek and bay ecosystems; provide additional open space trails and parks along creeks; and provide clean, safe water in our creeks and bays?

YES 214
NO 215

CITY

CITY OF SAN JOSE

K **GENERAL PLAN — GREENLINE/URBAN GROWTH BOUNDARY**

Shall the Greenline/Urban Growth Boundary policies of the San Jose 2020 General Plan, which protect the City's Greenbelt, hillsides and baylands from urban development, be adopted and affirmed with a requirement that they may only be repealed or amended by the voters of the City of San Jose?

YES 220
NO 221

Continue Voting on Next Page

SB-009.001
Groups 1-20,22-30,32,34-67

COMPLETE TEXT OF MEASURE A

Shall the Board of Directors of the Santa Clara Valley Transportation Authority (VTA) be authorized to enact a retail transactions and use tax ordinance imposing (a) a tax for the privilege of selling tangible personal property at retail upon every retailer in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the gross receipts of the retailer from the sale of all tangible personal property sold by him at retail in the territory of VTA, and (b) a complimentary tax upon the storage, use, or other consumption in Santa Clara County, the territory of VTA; such tax to be at the rate of one-half of one percent of the sales price of the property whose storage, use, or other consumption is subject to the tax, such taxes to be imposed for a period not to exceed 30 years, and to take effect only upon the expiration of the current County of Santa Clara 1996 Measure B ½ cent sales tax in April, 2006, and to be used only to:

- **Extend BART from Fremont through Milpitas to Downtown San Jose and the Santa Clara Caltrain Station, specifically,**

  To build a BART Extension from Fremont to Milpitas, San Jose and Santa Clara with a major connection to the Tasman Light Rail line at the Milpitas BART Station. In San Jose to include a BART subway section with stations at San Jose State University, the new San Jose City Hall, Downtown San Jose at Market Street, San Jose Arena and the Diridon Multimodal Station connecting to Caltrain, ACE, Amtrak, the Vasona Light Rail line and VTA bus service. In Santa Clara, to serve Santa Clara University, and the Caltrain Station with a people mover connection to San Jose International Airport.

- **Provide Connections from San Jose International Airport to BART, Caltrain and the VTA Light Rail, specifically,**

  To build a people mover rail line connecting the airport passenger terminals directly with BART, Caltrain and the VTA Light Rail line.

- **Extend Light Rail from Downtown San Jose to the East Valley by**

  Building a Downtown/East Valley Light Rail line from downtown San Jose serving the new San Jose City Hall and San Jose State University, out Santa Clara Street to Capitol Avenue to join the Capitol Light Rail line then south to Eastridge Shopping Center.

- **Purchase Low Floor Light Rail Vehicles, specifically**

  To better serve disabled, seniors and others; purchase an additional 20 low floor light rail vehicles to join the 30 low floor vehicles now being constructed for the new Tasman, Capitol and Vasona Light Rail lines and 50 new low floor vehicles to replace VTA's existing 50 light rail vehicles.

- **Improve Caltrain: Double Track to Gilroy and Electrify from Palo Alto to Gilroy**

  Extend the Caltrain double track from the San Jose Tamien Station through Morgan Hill to Gilroy. Provide VTA's funds for the partnership with San Francisco and San Mateo counties to electrify Caltrain from San Francisco to Gilroy.

- **Increase Caltrain Service, specifically**

  Purchase new locomotive train sets for increased Caltrain service in Santa Clara County from Gilroy to Palo Alto and provide additional facilities to support the increased service.

COMPLETE TEXT OF MEASURE A - Continued

- **Construct a New Palo Alto Intermodal Transit Center**

  In partnership with the City of Palo Alto and Stanford University, design and construct a new parkway and underpass for University Avenue from the campus to downtown Palo Alto to improve bicycle, pedestrian and transit access to the campus, Palo Alto Caltrain station and downtown Palo Alto. Upgrade passenger facilities at the historic Palo Alto Caltrain station, upgrade transit facilities for VTA, SAMTRANS, Dumbarton Express and the Stanford Marguerita and Palo Alto shuttle services.

- **Improve Bus Service in Major Bus Corridors**

  For VTA Line 22 (Palo Alto to Eastridge Center) and the Stevens Creek Boulevard Corridor, purchase new low floor articulated buses. Improve bus stops and major passenger transfer points and provide bus queue jumping lanes at intersections to permit buses quick access along the corridors.

- **Upgrade Altamont Commuter Express (ACE)**

  Provide VTA's matching funds for additional train sets, passenger facilities and service upgrades for the ACE Commuter Service from San Joaquin and Alameda Counties.

- **Improve Highway 17 Express Bus Service**

  Provide VTA's share of funds for the partnership with the Santa Cruz County Transit District for additional buses and service upgrades for the Highway 17 Express Bus Service.

- **Connect Caltrain with Dumbarton Rail Corridor**

  Provide VTA's share of matching funds for a partnership with Alameda and San Mateo counties for the rebuilding of the Dumbarton Rail Corridor to connect to Caltrain and train sets for this new service conditioned on Alameda and San Mateo County's funding.

- **Purchase Zero Emission Buses and Construct Service Facilities**

  Provide funds to supplement federal funds to expand and replace existing VTA diesel bus fleet from current size of just over 500 vehicles to 750 vehicles with the new zero emission buses and to provide maintenance facilities for this new, clean vehicle propulsion system. All new buses to be low floor for easier boarding by seniors and the disabled.

- **Develop New Light Rail Corridors**

  Provide capital funds for at least two new future light rail corridors to be determined by Major Investment Studies (MIS). Potential corridors include: Sunnyvale/Cupertino; Santa Teresa/Coyote Valley; Downtown/East Valley Connection to Guadalupe Line; Stevens Creek Boulevard; North County/Palo Alto; Winchester/Vasona Junction; and, initial study of BART connection from Santa Clara through Palo Alto to San Mateo County.

COMPLETE TEXT OF MEASURE A - Continued

- **Fund Operating and Maintenance Costs for Increased Bus, Rail and Paratransit Service**

Provide revenue to ensure funding, to at least 2014, and possibly longer, of the following: the new Tasman East, Capitol and Vasona Light Rail lines, the commuter rail connection to BART, expanded paratransit services, expanded bus fleet of 750 vehicles, the Downtown/East Valley Light Rail line operations, which can commence in 2008, and the BART extension to San Jose which can commence operations by 2010;

all subject to the following mandatory requirements:

- The Tax Must Expire 30 Years After Implementation.

  If approved by the voters, this half-cent sales tax must expire 30 years after implementation. The tax will be imposed for the period commencing April 1, 2006 when current tax expires and terminate on March 31, 2036. The length of this tax cannot be extended without a vote - and the approval - of the residents of Santa Clara County.

- An Independent Citizen's Watchdog Committee Must Review all Expenditures.

  The Independent Citizen's Watchdog Committee will consist of private citizens, not elected officials, who comprise the VTA's Citizen's Advisory Committee. Responsibilities of the Citizen's Watchdog Committee are:

  - Public Hearings and Reports: The Committee will hold public hearings and issue reports on at least an annual basis to inform Santa Clara County residents how the funds are being spent. The hearings will be held in full compliance with the Brown Act, California's open meeting law with information announcing the hearings well-publicized and posted in advance.
  - Annual Independent Audits: An annual audit conducted by an Independent Auditor will be done each fiscal year to ensure tax dollars are being spent in accordance with the intent of this measure.
  - Published Results of Audits and Annual Reports: The Committee must publish the results of the Independent Auditor and the Annual Report in local newspapers. In addition, copies of these documents must be made available to the public at large.

such authorization being pursuant to the provisions of Sections 100250 et seq. of the Public Utilities Code and Sections 7251 et seq. of the Revenue and Taxation Code.

ARGUMENT IN FAVOR OF MEASURE A

Yes on Measure A

Please vote yes for BART and traffic relief -- NOW. Measure A is the best transportation solution for Santa Clara County. We connect to BART so 78,000 daily riders get off our roads. That's like adding 3 traffic lanes. We improve roads, freeways, our environment with cleaner air. We spend more time at home, less on the road. It's about time.

Measure A requires **NO TAX INCREASE**. It extends current ½ cent sales tax that expires in 2006. With Measure A this year, we save $725 million of state funds from going elsewhere, like Los Angeles, because local matching funds are required soon. It's about time.

Better and faster transit to take cars off the road:

- Brings BART to Milpitas, San Jose, Santa Clara;
- Connects San Jose International Airport to CalTrain, light rail, BART;
- Expands, electrifies CalTrain from Palo Alto to Gilroy;
- Builds light rail to East San Jose, Evergreen, with plans for Cupertino, Los Gatos, Palo Alto, Santa Clara, Sunnyvale, South or West San Jose;
- Adds express bus service, new clean-air bus fleet;
- Increases service for seniors and the disabled.

Balances road and freeway improvements.

Measure A focuses on transit so $2 billion of transportation funds can go directly to roads and freeways for potholes, landscaping, graffiti removal, pedestrian safety, and new interchanges, additional lanes, safety improvements on:

- Highways 17, 85, 101, 237, 280, 880;
- Central, Lawrence, Montague, and San Tomas Expressways.

Strong accountability: projects on time and on budget.

- Annual independent financial audits appear in local newspapers.
- Citizens watchdog committee insures bonds issued at lowest interest rates, projects are on time and budget.
- Administrative cost limited to ½ of one percent.

Transportation experts worked 16 months on these solutions. Now people have a chance to vote for BART and traffic relief. **It's about time**. See the plan: www.vta.org.

MURPHY SABATINO
Founder, Santa Clara County Taxpayers Association

RON GONZALES
Mayor, City of San Jose

SUSANNE WILSON
Founder, Land Trust For Santa Clara County

ROD DIRIDON, SR.
Executive Director, Mineta Transportation Institute

MS. MARTY PETERSON
Santa Clara County Senior Care Commissioner