

measure
M
 sales tax
 at
Work



SCTA
 sonoma county transportation authority



2014 MEASURE M
STRATEGIC PLAN

2014

SCTA

sonoma county transportation authority

BOARD OF DIRECTORS

Sarah Glade Gurney, Chair

City of Sebastopol

David Rabbitt, Vice Chair

Sonoma County

Steve Allen

Town Windsor

Erin Carlstrom

City of Santa Rosa

Tom Chambers

City of Healdsburg

Laurie Gallian

City of Sonoma

Mike Harris

City of Petaluma

Mark Landman

City of Cotati

Jake Mackenzie

City of Rohnert Park

Mike McGuire

Sonoma County

Carol Russell

City of Cloverdale

Shirlee Zane

Sonoma County



*Special thanks go to the Technical Advisory Committee and the
Citizens Advisory Committee for their input and expertise*

2014 STRATEGIC PLAN

TABLE OF CONTENTS

1. Executive Summary	3
2. Background	7
3. Strategic Plan Approach	11
3.1 General Approach	13
3.2 Revenue Forecast	13
3.2.1 Historical Data	14
3.2.2 Economic Factors	16
3.2.3 Real versus Inflationary Growth	16
3.2.4 Revenue Forecast Conclusions	18
3.3.5 Leveraging	20
3.3 Appointment Programs	21
3.3.1 Local Streets Rehabilitation (LSR) - 20%	21
3.3.2 Local Bus Transit (LBT) - 10%	22
3.4 Project Specific Programs	23
3.4.1 Highway 101 Projects Program - 40%	23
3.4.2 Local Streets Projects (LSP) - 20%	27
3.4.3 Bicycle & Pedestrian Projects Program - 4%	30
3.4.4 Passenger Rail Project Program (SMART) - 5%	32
4. Policies	33
4.1 Annual Apportionment Programs	35
4.2 Use of Pay-Go Financing	35
4.3 Use of Bond Financing	36
4.4 Use of Inter-Program Loans	37
4.5 Programming Methodology for Project Specific Programs	37
4.6 Cooperative Agreements	37
4.7 Appropriations for Project Specific Programs	38
4.8 Advancing Funds for Future Measure M Reimbursement	38
4.9 Proper and Timely Invoicing of Project Specific Programs	38
4.10 Eligible Cost Guidelines for Project Specific Programs	39
4.11 Project Delivery Management	41
4.12 Annual Reporting Letters	46
4.13 Public Information	46
4.14 Audits	47
4.15 Investment of Cash Balance	47
4.16 Bicycle and Pedestrian Accommodation on Projects	47
4.17 Multi-Jurisdictional Projects	47
4.18 Amendments to Measure M Projects	47
4.20 Policy 20 Adoption of Future Policies and Amendments to Strategic Plan	48
5. Cash Flow Models	49
5.1 Model #1: Highway 101 Projects Program	51
5.2 Model #2: Local Street Projects (LSP) Program	51
5.3 Model #3: Local Street Rehabilitation (LSR) Program	53
5.4 Model #4: Local Bus Transit (LBT) Program	53
5.5 Model #5: Rail (SMART) Program	53
5.6 Model #6: Bike and Pedestrian Projects Program	55
5.7 Model #7: Administration	55
5.8 Model #8: All Program Summary	57
6. Project Information Sheets	59
6.1 Project Information Sheets - 101 Projects	61
6.2 Project Information Sheets - Local Street Projects	77
6.3 Project Information Sheets - Bicycle and Pedestrian Paths	97
6.4 Project Information Sheets - SMART Rail	123
Appendices	125
1 Resources for Project Sponsors	125
2 Measure M Traffic Relief Act for Sonoma County	129



CHAPTER 1 EXECUTIVE SUMMARY





This Strategic Plan is a collection of policies and guidance, as well as a programming and planning document. It is a tool for implementing the expenditure plan approved by the voters under Measure M. This Executive Summary provides an overview of the entire document.

Chapter 2 provides background on how the Measure has been implemented to this point, nine years after approval. This is where answers to questions regarding the SCTA's historical approach to delivering projects and past practices are found.

Chapter 3 is the heart of the plan. The SCTA's current approach to implementation, as well as forecasts and programming, are found in this chapter. The chapter starts with assessing historical revenue, with a projection of future revenue. The status of the five Measure M programs is summarized, along with the amounts programmed for the 5-year period of the plan. In this 2014 update of the Strategic Plan, revenue projections and programming is cautious, but slightly less conservative than in the last document (2011), which had been produced in the middle of one of the worst recessions on record.

Chapter 4 outlines the policies for implementation. This chapter contains twenty such policies, including how the apportionment programs work, eligible cost guidelines for specific projects, and maintenance of effort required for local street repair funds. These twenty policies guide both SCTA and Measure M project sponsors, and should be used as a reference guide.

Chapter 5 is the cash flow model. This is where to find actual revenue and projections for each of the six programs as well as administration of the measure. The projections are provided on a year to year basis and span the life of the measure. This model is the tool that allows SCTA to quantify each of the programs' goals.

Chapter 6 provides the most up-to-date information on each of the projects identified in the measure. It includes overview maps of each of the four project programs (101, Local Street Projects, Bicycle and Pedestrian Projects and Rail). It also contains schedules for delivery for each project that is active. Each project has its' own information sheet that gives the description from the expenditure plan, information on what is being delivered, and a funding summary. Each information sheet also contains a map of the project.

The appendices contain resources to be used as references. Appendix 1 is a project sponsor checklist, which is a one page summary of the start to finish steps of project development with Measure M funds. Appendix 2 is a full and complete copy of the ballot measure as it appeared in the voter pamphlet in November 2005. This provides an instant reference to what the voters approved.

This document is a guide, a resource book, a manual, a model and an invaluable tool. I am proud to present the residents of Sonoma County with a plan that will not only advance, but also deliver many critical transportation projects and help maintain roadway and transit operational needs while carrying us to the half way point of life of our measure.



Sarah Glade Gurney
Chair, Sonoma County Transportation Authority





CHAPTER 2 BACKGROUND





In 2004, the SCTA adopted the 2004 Comprehensive Transportation Plan (CTP), which served as the guiding policy document and long term plan for transportation in Sonoma County. The 2004 CTP also served as the backbone of the Measure M Expenditure Plan.

Measure M was the fourth attempt to pass a local sales tax for transportation purposes. The financial need for transportation was increasing, and the commitments from the State and federal levels were unreliable. With that history, the SCTA Board of Directors decided to take a different approach in 2004. The SCTA created a bare-boned multi-modal expenditure plan that could be accomplished with a ¼ cent sales tax increase. This expenditure plan put forward details on each program and project it proposed to fund.

On November 2, 2004, the voters of Sonoma County passed Measure M, a ¼ cent sales tax to address transportation needs throughout the County. The Traffic Relief Act for Sonoma County – Measure M Expenditure Plan (Appendix 2) defines the overall program. The plan is very specific on how revenue will be divided. In general, the plan provides funding for seven (7) program categories as follows:

- 20% is for the program of local street rehabilitation (LSR);
- 20% is for the program of local street projects (LSP) throughout the County;
- 40% is for the program of Highway 101 widening projects throughout the County;
- 10% is for the program of restoring and enhancing local bus transit (LBT) service;
- 5% is for the SMART program/project to develop passenger rail service;
- 4% is for the program of bicycle and pedestrian projects;
- 1% is for administration of the overall Measure M program.

On June 11, 2005, the SCTA Board of Directors passed the first Strategic Plan, known as the 2005 Measure M Strategic Plan. The 2005 Plan achieved the following:

- Defined the management of the programmatic components;
- Defined the role of the Measure M project sponsor;
- Created basic financial policies;
- Created initial revenue forecasts;
- Provided a funding schedule for specific projects for the first five years of the Measure;
- Implemented initial Measure M policies, such as audit and reporting requirements;
- Provided resources and information for project sponsors.

The Strategic Plan is a 5-year programming document. It provides a snapshot of anticipated cash flow, as well as a commitment of funds to specific projects for five years of the Measure. In order to effectively reflect upon actual revenues and project progression, 2005 Plan set a goal for updates of every two years.



SCTA has collected nearly \$144 Million in local sales tax funds, though Fiscal Year 2012-13. In 2008, SCTA sold its first revenue bonds, which allowed SCTA to be in position to leverage other fund sources for the Highway 101 program. SCTA issued its second series of revenue bonds in 2011. The 2011 Series Bond proceeds further advanced the Highway 101 program and also provides advance funding for the SMART passenger rail program.

Measure M has been an effective means towards leveraging State and federal transportation dollars, especially the \$4.5 Billion State Proposition 1B, the Highway Safety, Traffic Reduction, Air Quality, and Port Security Bond Act of 2006. Five Measure M programs have received Proposition 1B funding, by using Measure M as a required matching fund source. Since inception, Measure M funds have contributed towards projects that have been fully delivered in five program categories. The sixth non-administrative program, SMART, now has dedicated fund sources and is scheduled to start service on an initial operating segment in 2016.

The Strategic Plan has been updated four times since the first document. Previous plans adjusted revenue projections and provided programming through FY 2015-16, nearly at the projected capacity of the sales tax. Policies were refined and added to provide clarification and support for sponsors implementing projects, while assisting SCTA to effectively implement Measure M. This plan refines previous revenue projections, refines past programming and policies, and provides two more years of programming through the thirteenth year of the Measure, FY 2017-18.

In the next year the SCTA expects to assess the measure at the half way point (10 years) to determine if adjustments related to revenue projections will be considered. Potential amendments to Measure M Projects will also be reviewed as part of an overall assessment of the Measure.



Airport Boulevard bridge deck pour



CHAPTER 3

STRATEGIC PLAN APPROACH



3.1 General Approach

3.2 Sales Tax Revenue Forecast

- 3.2.1 Historical Data
- 3.2.2 Economic Factors
- 3.2.3 Real Versus Inflationary Growth
- 3.2.4 Sales Tax Revenue Forecast Conclusions
- 3.2.5 Leveraging

3.3 Appointment Programs

- 3.3.1 Local Streets Rehabilitation (LSR) - 20%
- 3.3.2 Local Bus Transit (LBT) - 10%

3.4 Project Specific Programs

- 3.4.1 Highway 101 Projects Program - 40%
- 3.4.2 Local Streets Projects (LSP) - 20%
- 3.4.3 Bicycle & Pedestrian Projects Program - 4%
- 3.4.4 Passenger Rail Project Program (SMART) - 5%







Asphalt-Concrete overlay as part of the Local Street Rehabilitation Program

Section 3.1 General Approach

For the 2014 Strategic Plan update, and as was similarly done for prior strategic plan updates, SCTA gathered the latest information on the status of projects from sponsors and examined how it fared in delivering the Measure M programs. Future project funding requirements were then forecast. Next, SCTA re-assessed the changes in general economic conditions and the associated impact to the sales tax revenue forecast and the financing assumptions from the 2011 Strategic Plan. As shown in the following paragraphs, Sonoma County continues to recover from the “great” recession that started during December 2007. The economic recovery has resulted in increases to the sales tax revenue forecast. SCTA has also reviewed existing policies and assessed the need for new and/or revised policies. Based on this analysis and review, SCTA crafted a revised Strategic Plan. Overall, the 2014 Strategic Plan update depicts how SCTA expects to allocate future resources.

Section 3.2 Sales Tax Revenue Forecast

Critical to SCTA's financial planning is a forecast of sales tax revenues for each year over the remaining life of Measure M (ends March 2025). Sales tax revenues allow SCTA to pay expenses, fund projects and pay debt service. The amount and timing of sales tax revenues influences the maximum amount of monies available for projects regardless of whether funding is pay-as-you-go or from debt proceeds.

The 2014 Strategic Plan update was written mid-fiscal year 2013-2014, a more stable economic environment than when the 2011 Strategic plan was written. Even though during 2011 the County's gross metro product had returned to pre-recession levels, personal income within the County had declined to 2005 levels, unemployment was still high at over 10% which was more than the United States in aggregate (historically the County's unemployment rate has been less than the United States) and sales tax revenues were just starting to recover from the low during fiscal year 2009-2010. As of the writing of this strategic plan the County is experiencing an improving unemployment rate, a start to a recovery in housing and strong growth in sales tax revenues.



While the sales tax revenue forecast in the 2011 Strategic Plan anticipated an economic recovery, concerns about the length and severity of the recession necessitated a conservative approach to forecasting. The actual recovery has been better than expected as evidenced by audited FY 2012-2013 sales tax revenues. In the following sections the sales tax revenue forecast for this 2014 Strategic Plan update is discussed. Overall, the sales tax revenue forecast is based on historical data and current economic conditions.

The sales tax revenue forecast starts with FY 2012-2013 sales tax revenues of approximately \$20.1 million. When comparing this data to the prior year, the economic recovery has resulted in a 15.1% increase in sales tax revenues. Economic growth is expected to continue in fiscal year 2013-2014, but not at such a high growth rate. Over time, revenue growth is anticipated to return to close to the average annual growth experienced in the past. Based on a conservative forecast of 3% total future growth, the total amount of revenues generated by Measure M sales tax is anticipated to be approximately \$430 million, which is less than the original estimated amount of \$470 million, but better than the forecast in the 2011 Strategic Plan.

Section 3.2.1 Historical Data

The SCTA ¼ cent Measure M Sales Tax Revenues historical FY data is shown in the following Table 3.1:

Table 3.1 Historical SCTA 1/4 Cent Measure M Sales Tax Revenues

Fiscal Year	Sales Tax Revenues	Growth
2004-05	\$1,902,342	-
2005-06	17,013,092	-
2006-07	19,858,661	16.73%
2007-08	18,864,061	-5.01%
2008-09	16,923,046	-10.29%
2009-10*	15,268,289	-9.78%
2010-11	16,535,252	8.30%
2011-12	17,444,645	5.50%
2012-13**	20,079,659	15.11%

Source: SCTA Audited Financial Statements

* Restated in the June 30, 2011 Audit.

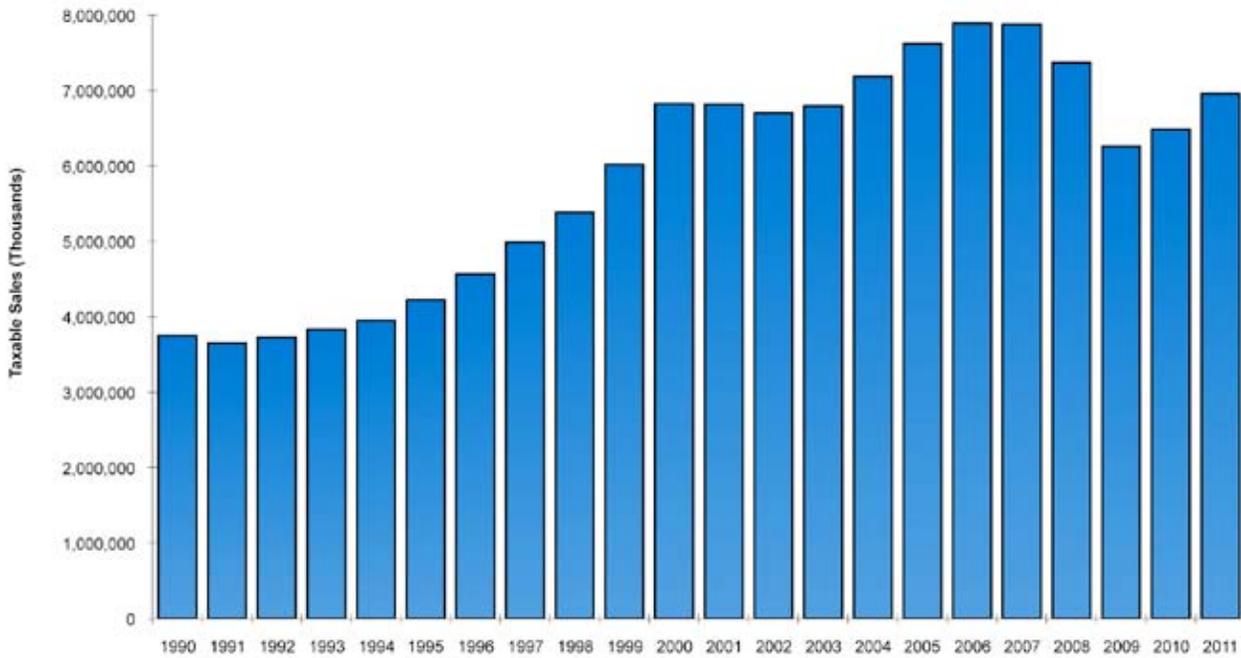
** Restated in the June 30, 2013 Audit.

The Measure M sales tax started at the end of FY 2004-2005. Because there have only been eight full fiscal years of data since inception and the majority of these years reflect the economic recession, trend analysis based on Measure M is difficult. Accordingly, SCTA utilizes Sonoma County Taxable Sales and the Sonoma County Agricultural Preservation and Open Space District Sales Tax Revenues (also a ¼ cent) for more extensive historical data and trend analysis.

Sonoma County Taxable Sales are the basis for SCTA's revenues, and long-term taxable sales data is available. Taxable sales growth, however, can vary from actual sales tax revenue growth due to adjustments by the California State Board of Equalization, which collects the sales taxes. In addition, taxable sales are reported on a calendar year (year ends December 31) as compared to sales tax revenues, which are typically reported on a fiscal year (year ends June 30). See the following Chart 3.1 for the 22 years of historical Sonoma County Taxable Sales:



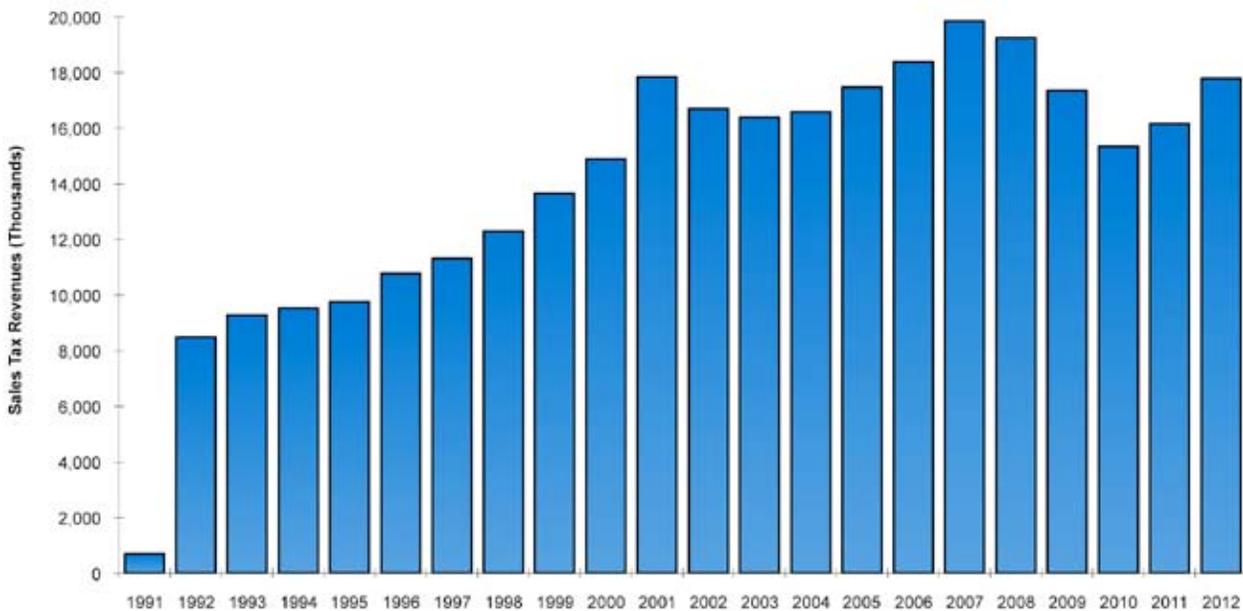
Chart 3.1 Historical Sonoma County Taxable Sales (Calendar Year)



Source: California State Board of Equalization

While historical Sonoma County Taxable Sales provide a reasonable basis for forecasting growth in SCTA's sales tax revenues, the ¼ cent Sonoma County Agricultural Preservation and Open Space District Sales Tax which started in 1990 is perhaps the best source of historical data. See following chart 3.2 of historical "Open Space" sales tax data:

Chart 3.2 Historical Open Space 1/4 Cent Sale Tax Revenues (Fiscal Year Ending June 30)



Source: Sonoma County Agricultural Preservation and Open Space District



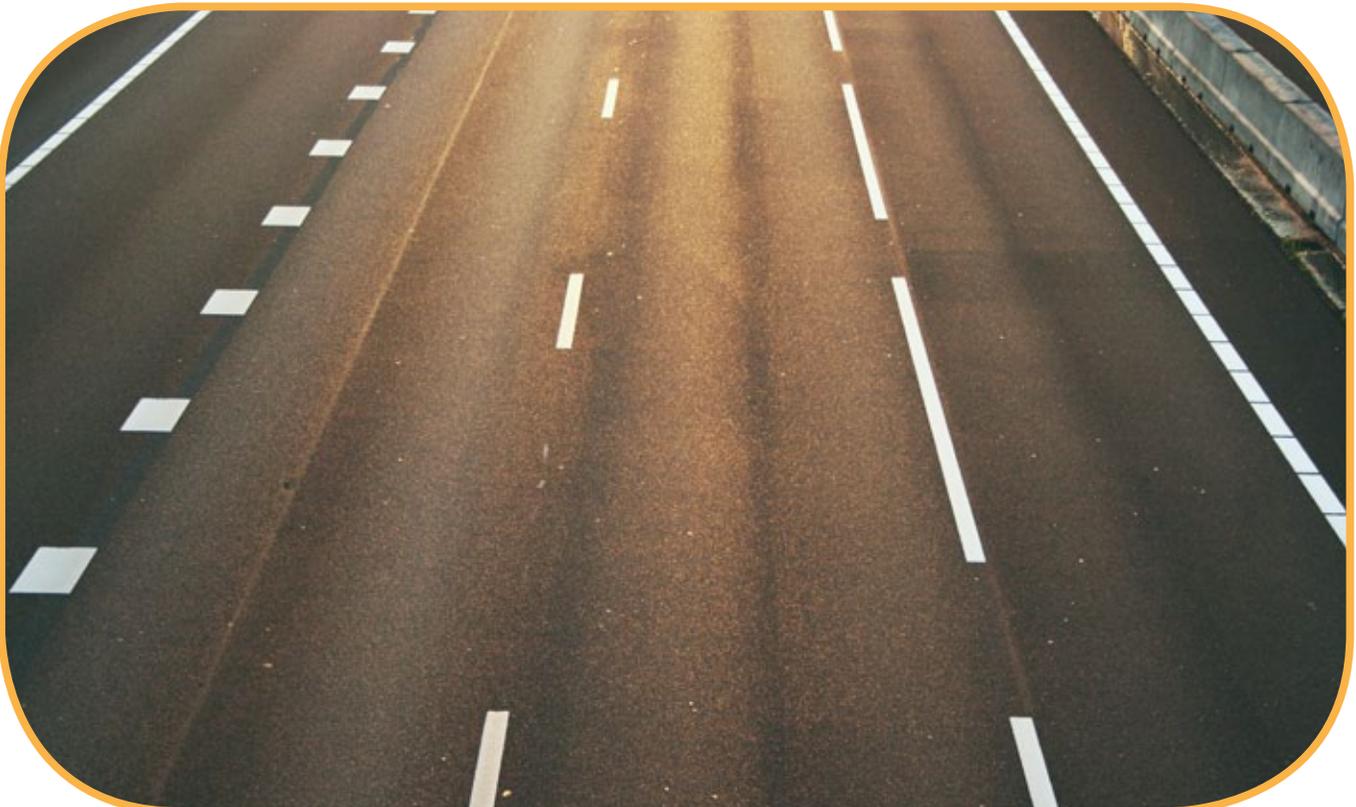
Section 3.2.2 Economic Factors

Sales tax revenue forecasts are best viewed from a long-term perspective. In the near-term, economic factors nationally, statewide and countywide can result in volatility in growth. As shown in the charts in the previous sections, Sonoma County has experienced recessions in the early 1990's, early 2000's and late 2000's which impacted taxable sales and the Open Space District's Sales Tax Revenues.

While Sonoma County has relatively high wealth levels, strong agricultural production, technology manufacturing and a growing tourism sector, the county's economy (along with the rest of the United States) contracted during fiscal years 2008, 2009 and 2010. However, the county economy has experienced a recovery during fiscal years 2011, 2012 and 2013 and is expected to continue to recover over the next fiscal years. Accordingly, and as shown in the following paragraphs, the sales tax revenue forecast has consistent annual growth in-line with long-term historical sales tax revenue growth averages. Overall, the forecast demonstrates a conservative approach to predicting long-term growth.

Section 3.2.3 Real Versus Inflationary Growth

There are two factors that impact the growth of sales tax revenues: (i) inflationary growth and (ii) real growth. Sales tax revenues will grow as a result of annual inflationary impacts; the same amount of goods will cost more or less in subsequent years. In addition, sales tax revenues will experience real growth regardless of inflationary impacts as regional economic and demographic factors result in increases or decreases in purchasing trends.



The following Table 3.2 summarizes the historical growth of the ¼ cent Open Space Sales Tax revenues in terms of inflationary growth (CPI) and real growth.

Table 3.2 Inflationary and Real Growth of the 1/4 Cent Open Space Sales Tax

Fiscal Year Ending	1/4 Cent Open Space Sales Tax Growth	Inflationary Growth		Real Growth
		CPI West (1)	Growth	
1992		141.6		
1993	9.36%	146.0	3.11%	6.25%
1994	2.70%	148.9	1.99%	0.71%
1995	2.38%	153.6	3.16%	-0.78%
1996	10.52%	157.5	2.54%	7.98%
1997	4.96%	161.0	2.22%	2.74%
1998	8.73%	164.2	1.99%	6.74%
1999	11.01%	168.3	2.50%	8.51%
2000	9.09%	174.3	3.57%	5.53%
2001	19.71%	182.0	4.42%	15.29%
2002	-6.34%	184.5	1.37%	-7.71%
2003	-1.85%	188.1	1.95%	-3.80%
2004	1.16%	193.3	2.76%	-1.61%
2005	5.38%	198.0	2.43%	2.95%
2006	5.14%	206.4	4.24%	0.90%
2007	8.04%	212.7	3.04%	5.00%
2008	-3.07%	223.0	4.87%	-7.94%
2009	-9.82%	219.9	-1.42%	-8.39%
2010	-11.58%	221.1	0.58%	-12.17%
2011	5.31%	228.1	3.13%	2.17%
2012	10.11%	232.7	2.03%	8.09%
Averages				
3-year	1.28%		1.91%	-0.64%
5-year	-1.81%		1.84%	-3.65%
10-year	0.88%		2.36%	-1.48%
15-year	3.40%		2.50%	0.90%
All Data	4.05%		2.52%	1.52%

(1) CPI West Region All Items, U.S. Department of Labor Statistics

Source: Sonoma County and U.S. Department of Labor Statistics

Based on the averages above, inflationary growth is less volatile than real growth.



Section 3.2.4 Sales Tax Revenue Forecast Conclusions

The 2011 Strategic Plan forecasted sales tax revenues to be approximately \$15.8 million in fiscal year 2010-2011 and approximately \$16.3 million in fiscal year 2011-2012, based on growth projections of 3.5% and 3.0% growth respectively. The actual sales tax revenues were \$16.5 million (8.3%) and \$17.4 million (5.5%), respectively. Combining the sales taxes over the two fiscal years, actual receipts were \$1.8 million above forecasted data due to the unpredictability of the economic recovery.

As shown in the prior paragraph, the economic recovery has resulted in sales tax revenues returning to positive growth. The forecasting of sales tax revenues in this less volatile environment is less difficult than when forecasting for 2011 Strategic Plan. In Table 3.3, estimated fiscal year 2012-2013 sales tax revenues based on unaudited data are shown. The 2014 Strategic Plan sales tax revenues forecast will use 2.25% for inflationary growth for fiscal year 2013-2014 and later. This growth rate is below the 10-year, 15-year, and "all-data" averages shown in Table 3.2. This inflationary growth forecast has a 20-year program average of 2.26%, which is consistent with long term historical data. Also shown in Table 3.3 is real annual growth at 0.75% for fiscal year 2013-2014 and later. This real growth forecast has a 20-year program average of 0.83%, whereas the 10-year, 15-year and "all-data" averages of the Open Space sales tax are -1.48%, 0.90% and 1.52%, respectively. While the length of the economic recovery is difficult to predict, this forecast appears conservative based on historical data.



Falsework erection at Old Redwood Highway Overcrossing, Petaluma



The following Table 3.3 is the Measure M sales tax revenue forecast:

Table 3.3 Sales Tax Revenue Forecast in Future Dollars and “2004” Dollars

Fiscal Year Ending	Actual / Projection	Inflationary Growth	Real Growth	Total Growth	Sales Tax Revenue (1) Future \$	Sales Tax Revenue (1) 2004 \$ (2)	Difference
2005	Actual	2.43%	N/A	N/A	\$1,902,342	\$4,179,606	-\$2,277,264
2006	Actual	4.24%	N/A	N/A	17,013,092	17,255,087	-\$241,995
2007	Actual	3.04%	13.68%	16.73%	19,858,661	17,808,975	\$2,049,686
2008	Actual	4.87%	-9.88%	-5.01%	18,864,061	18,380,643	\$483,418
2009	Actual	-1.42%	-8.87%	-10.29%	16,923,046	18,970,662	-\$2,047,616
2010	Actual	0.58%	-10.36%	-9.78%	15,268,289	19,579,620	-\$4,311,331
2011	Actual	3.13%	5.17%	8.30%	16,535,252	20,208,126	-\$3,672,874
2012	Actual	2.03%	3.47%	5.50%	17,444,645	20,856,807	-\$3,412,162
2013	Actual	1.52%	13.59%	15.11%	20,079,659	21,526,311	-\$1,446,652
2014	Projection	2.25%	0.75%	3.00%	20,682,049	22,217,305	-\$1,535,256
2015	Projection	2.25%	0.75%	3.00%	21,302,510	22,930,481	-\$1,627,970
2016	Projection	2.25%	0.75%	3.00%	21,941,586	23,666,549	-\$1,724,963
2017	Projection	2.25%	0.75%	3.00%	22,599,833	24,426,245	-\$1,826,412
2018	Projection	2.25%	0.75%	3.00%	23,277,828	25,210,328	-\$1,932,500
2019	Projection	2.25%	0.75%	3.00%	23,976,163	26,019,579	-\$2,043,416
2020	Projection	2.25%	0.75%	3.00%	24,695,448	26,854,808	-\$2,159,360
2021	Projection	2.25%	0.75%	3.00%	25,436,311	27,716,847	-\$2,280,536
2022	Projection	2.25%	0.75%	3.00%	26,199,401	28,606,558	-\$2,407,157
2023	Projection	2.25%	0.75%	3.00%	26,985,383	29,524,828	-\$2,539,446
2024	Projection	2.25%	0.75%	3.00%	27,794,944	30,472,575	-\$2,677,631
2025	Projection	2.25%	0.75%	3.00%	21,471,594	23,588,059	-\$2,116,464
				Total	\$430,252,096	\$470,000,000	-\$39,747,904
	Average	2.26%	0.83%	2.98%			

(1) FY 2005 and FY 2025 are partial years.

(2) “2004 Dollars” reflect escalation at a total growth rate of 3.21% used in 2005 Strategic Plan.



In the Measure M Expenditure Plan as well as all Strategic Plans, total revenues are distributed to specific programs according to percentage allocations. Dollar estimates were originally calculated by multiplying the percentage allocations by total revenues (in "2004 Dollars") over the 20-year period of the measure. For financial planning purposes, these 2004 Dollar allocations were increased by total growth of 3.21% and totaled \$470 million. It is assumed that each program receives its "total growth" shares of revenues. Additionally, it is assumed that programs receive their revenues on an annual pro rata basis. As such, since Highway 101 is programmed to receive 40 percent of total revenues, it is assumed that it receives 40 percent of annual revenues per year.

The forecasted sales tax revenue for the current strategic plan is \$430 million which is approximately \$40 million lower than the original estimate in 2004 dollars of \$470 million. On a year-to-year basis, the difference between the current forecast and the "2004" forecast grows at an increasing rate beginning in fiscal year 2013-2014. This decline in sales tax revenues is the direct result of the economic recession and more conservative approach to growth estimates as a result of the recession. The following Table 3.4 illustrates program revenue allocations in 2004 dollars and in forecasted sales tax revenues dollars as discussed in the above paragraphs.

Table 3.4 Program Revenue Allocations and Forecasts

Total Revenue Allocation			
Program Category	Allocation	Forecast	2004 Dollars
Local Street Repairs	20%	86,050,419	94,000,000
Local Street Projects	20%	86,050,419	94,000,000
Highway 101	40%	172,100,839	188,000,000
Transit	10%	43,025,210	47,000,000
Passenger Rail	5%	21,512,605	23,500,000
Bike/Pedestrian	4%	17,210,084	18,800,000
Administration	1%	4,302,521	4,700,000
Total	100%	430,252,096	470,000,000

Section 3.2.5 Leveraging

The best way for Measure M to generate more revenue and to deliver its program is to leverage other funding sources. The SCTA has worked both as a project sponsor and with other project sponsors to increase the overall funding available to Sonoma County transportation projects, specifically projects identified in the expenditure plan and approved by the voters. Availability of matching funds has been a key theme in all Measure M programming decisions. As a result, Measure M has leveraged far more than had been anticipated.

California State Bonds (Proposition 1B) provided two primary sources for Measure M. The Corridor Mobility Improvement Account (CMIA) and State and Local Partnership Program (SLPP) provided \$257.9 Million and \$11.4 Million respectively for SCTA sponsored Measure M projects. Interregional Transportation Improvement Program (ITIP) funding of \$97.2 Million was programmed to Highway 101 for the Marin Sonoma Narrows Project (MSN). Additionally, \$59.3 Million of federal funds have been contributed to the Highway 101 Corridor since Measure M passed.



SCTA partnered with the City of Petaluma to deliver both the MSN-C1 (AKA East Washington Interchange) contract and the Highway 101 - Old Redwood Highway Interchange projects with local matching funds of \$4 Million and \$16.5 Million. The County is contributing \$7.8 Million in matching funds towards the Highway 101 - Airport Interchange Project. The Local Street Project program has exceeded its match requirement thus far. Additionally, the Bike/Ped program has leveraged matching funds, even though it was not required by the Measure.

The Measure's overall success in leveraging funds is a result of a successful project delivery program. SCTA has found that the majority of funding opportunities were restricted to the projects' construction phases, and then only if a project could be delivered quickly. So initially, SCTA used Measure M funds to deliver the pre-construction phases of projects, in order to get projects "shelf-ready" for construction when such funding opportunities arose. Later, Measure M funds were used to match other construction fund sources, as needed. Measure M - Highway 101 program M funds have been matched at a rate of greater than 5:1 with other fund sources for projects in Sonoma County.

SCTA's Policy 5 – "Program Methodology for Project Specific Programs" lists project readiness by phase, availability of matching funds, and ability to leverage funding sources as priorities in all programming decisions. Funding for transportation is very much tied to the economy. The successes SCTA realized in leveraging other fund sources with Measure M in the first eight years of the program was primarily a result of transportation funds that were legislated during the last economic boom. State Proposition 1B was passed by the voters in November 2006. Since then, the economic recession hit, and there have been no new significant transportation funding programs approved by either the state or federal governments. As the economy improves, transportation funding is likely to be re-prioritized. As was the case in previously, competitive programs will likely want to see construction ready projects, with local matching funds. SCTA will continue to position its programs and projects to leverage future opportunities.

Section 3.3 Apportionment Programs

Of the six programs within Measure M, two are considered apportionment programs in that funds are proportioned to the program sponsors within the program, based on a formula. The Measure M Expenditure Plan does not call for specific projects within these programs. The two programs are Local Streets Rehabilitation (LSR) and Local Bus Transit (LBT). Funds are disbursed on a set schedule based on pay-as-you-go financing. Apportionment program recipients report on how their Measure M funds were expended at the end of each fiscal year as part of their annual reporting letter. After three prior years of negative sales tax growth (FY 2007-08 to 2009-10), the improving economy has allowed for increasing disbursements to local jurisdictions' rehabilitation and transit programs for three straight years (FY 2010-11 to 2012-13).



Section 3.3.1 Local Streets Rehabilitation (LSR) – 20%

Eligible expenses under the LSR program relate directly to fixing existing roads and keeping them maintained. Traffic calming, bicycle/pedestrian facilities, and intelligent transportation system technology and system implementation are eligible for sales tax revenue in this program category. The formula distribution for these funds is based on a 50% road miles and 50% population. The formula is updated annually using Department of Finance population figures and centerline miles as reported by local jurisdictions. A cooperative agreement



between the SCTA and each jurisdiction was executed before the first disbursement to that jurisdiction took place. Each of the nine cities and the County manage their own LSR programs, while using Measure M funds to augment their existing maintenance program. Road maintenance funding is allocated quarterly to each jurisdiction. After the close of each fiscal year, each jurisdiction submits a reporting letter which outlines how the Measure M funding was spent, with a full accounting of the Measure M funds (including interest earned), a description of what projects or improvements were completed and how public information requirements were met. Policy 1 of Chapter 4 outlines specifics on allocations and reporting requirements.

The Board authorized a swap of Measure M - 101 Program funds with \$823K of State Proposition 1B, State and Local Partnership Program funds that were to be dedicated to the LSR Program. The Measure M 101 Program is projected to re-pay the \$823K swap in FY 2017-18 as reflected in cash flow projections. (See Chapter 5 Cash Flow Model)

During the recession, finding additional funding for local road maintenance remained a challenge. Because maintenance of effort is a requirement of the expenditure plan, but the methodology was not explicit, as part of the 2011 Strategic Plan, Policy 14, Maintenance of Effort, was adopted. Policy 14 provides a methodology for implementing the Public Utility Code requirement that Measure M funding be used to supplement and not replace funding for local road maintenance.

Section 3.3.2 Local Bus Transit (LBT) – 10%

Bus transit funding is allocated quarterly to each of four county transit operators, and began with the first disbursement at the end of the first quarter of FY 05/06. The estimate of Measure M funding is included in an annual Coordinated Claim. A cooperative agreement between the SCTA and each agency was executed before the first disbursement to that agency took place. Healdsburg's responsibilities and corresponding Measure M apportionment were assigned to Sonoma County Transit by an agreement negotiated in 2011.

The four transit operators use Measure M funds to maintain and when possible, expand service. Transit operators are required to submit a letter to the SCTA on an annual basis outlining how the Measure M funding was spent, with a full accounting of the Measure M funds (including interest earned), a description of what projects or activities were completed and how performance standards were met. Policy 1 of Chapter 4 outlines specifics on allocations and reporting requirements.

The SCTA used approximately \$1.2 Million of Measure M committed to LBT projects to leverage an equal amount of Proposition 1B State and Local Partnership Program (SLPP) funding from the county's estimated \$11.4 Million share. Santa Rosa Transit used funding to purchase a clean air bus.



Section 3.4 Project Specific Programs

Of the six programs within Measure M, four are considered project specific programs in that the Measure M Expenditure Plan calls for one or more specific projects within the program. The Expenditure Plan divides the projected funding to each project within the program using 2004 dollars. The timing of funding for specific projects is subject to the programming of projects within the Strategic Plan and is also subject to change as the Plan is updated. Project sponsors must request appropriation of programmed funds per fiscal year (except for Highway 101) and submit periodic invoices for reimbursement.

In the early years of Measure M, there was a significant surplus of tax revenue in the project accounts. This was a result of bonding and a young program where numerous projects still performing initial studies, including CEQA compliance, prior to being able to make right-of-way and construction capital expenditures. Many of those projects are now in construction and expenditures are increasing. Meanwhile, new projects and project phases are under development, moving towards construction, as funding levels permit.

Section 3.4.1 Highway 101 Projects Program – 40%

The Highway 101 Program consists of projects needed to widen Highway 101 to three lanes in each direction from the southern Sonoma county line to Windsor River Road. Caltrans and/or SCTA serves as the Project Sponsor for the various developmental phases.

The Measure M Expenditure Plan provided the estimated sales tax contribution shown in Table 3.5 among the listed six locations to complete Highway 101 work:

Table 3.5 Highway 101 Program Estimated Sales Tax Share (in thousands)

Project Description	Project Name	2004\$ (1)
Santa Rosa Avenue to Rohnert Park Expressway	Wilfred	\$40,000,000
Old Redwood Highway (Petaluma) to Rohnert Park Expressway	Central	\$50,000,000
Steele Lane in Santa Rosa to Windsor River Road in Windsor	North	\$50,000,000
Petaluma River Bridge to Old Redwood Highway	MSN-Petaluma	\$25,000,000
Petaluma River Bridge to Sonoma County Line	MSN-Narrows	\$10,000,000
Design, Project Development and Financing Cost	DDF	\$13,000,000
Total		\$188,000,000

(1) 2004\$ represent original program estimate of \$188 Million. See Table 3.4 for 2014 forecast.

Since the overall Highway 101 widening far exceeds the capacity of the Measure M funding program, significant State and Federal funding is necessary for the program's success. To help leverage potential future funding opportunities, the SCTA board first authorized Measure M-101 funds to be used to advance the design of the North and Central projects. With the Wilfred project already being designed and the Marin Sonoma Narrows (MSN) project's Environmental Document well under way using State Transportation Improvement Program (STIP) funding, the SCTA proved to be in good position to leverage funding opportunities.



In November 2006, California voters passed Proposition 1B, also known as the \$19 Billion State Infrastructure Bond for Transportation. SCTA determined that the \$4.5 Billion Corridor Mobility Improvement Account (CMIA) provided the best opportunity to secure funding for the 101 program.

The CMIA program was competitive and focused on relieving congestion on major State corridors. The CMIA guidelines placed emphasis on funding projects that not only would relieve congestion, but could also meet fast delivery schedules and provide significant local funding matches. The SCTA decided that phasing some of the Highway 101 projects into smaller, independently useful projects would result in a maximization of CMIA funding and project delivery for the overall 101 program (See the Highway 101 Map and information sheets in Chapter 6 for a description of projects and project phases).

The advancement of the Wilfred, Central, and North projects proved fruitful, and SCTA received \$156 Million in initial CMIA programming for these projects. The Wilfred, Central-A and North-A projects are now constructed and have created a continuous HOV lane system from north of Pepper Road near Petaluma to Windsor River Road.

Additionally, SCTA used Measure M and future Sonoma and Marin shares of Regional Transportation Improvement Program (RTIP) funds to secure \$82.4 Million in initial CMIA and \$66.06 Million in Interregional Transportation Improvement Program (ITIP) funding for the MSN project. Combined with Federal funds, State Transportation Improvement Program (STIP), and Transportation Congestion Relief Program (TCRP) funds, the first four phases of the MSN project were fully funded through the construction phase.

In the 2007 Plan, SCTA programmed 50% of the total Measure M - Highway 101 2004\$ revenue projection. To have enough Measure M funding in place to advance construction on these projects, SCTA issued revenue bonds in 2008. Accounting for the economic downturn and reduced project costs due to lower than anticipated contractor bids, the 2009 Cash Flow Model projected a modest amount of programming capacity through 2014. To maximize the advancement of projects, the model projected a second bond offering in 2011.

Using Federal funds, State Bond - SLPP funding, contributions from the City of Petaluma, Measure M-LSP, and Measure M-101 bid savings, the 2009 Plan included full funding of two additional project phases; MSN-C1 (Highway 101 - East Washington Interchange) and Central C (Highway 101 - Old Redwood Highway Interchange). The East Washington Interchange project is now complete, and Old Redwood Highway is under construction.

The 2009 Plan also provided partial funding for design, using Measure M-101, on MSN-B4, MSN-C2, Central-B, North-B, and North-C. This action continued the strategy to advance the projects in preparation for future funding opportunities.

In 2010, the CTC announced another round of CMIA programming using bid savings from the initial program. SCTA nominated two projects, a combined North-B/C (Airport Interchange & Windsor Sound Walls) project and the Central-B project, extending HOV lanes from just north of Pepper Road to just north of Corona Road in Petaluma. The North-B and Central-B projects received \$22.4M and \$22.8M of CMIA savings, respectively. SCTA and the County reached agreement on a full funding plan for the North-B project using State Bond - CMIA & SLPP funding, contributions from the County, Measure M-LSP (Airport Phase IV) funds,



and Measure M-101 bid savings. The Central-B project completed construction in July 2013, extending the Highway 101 HOV lanes south, to just north Corona Road in Petaluma. The North B project started construction in 2013 and is expected to be complete in 2014.

In early 2011, SCTA issued its second set of revenue bonds (See Chapter 4.3). Around the same time the CTC announced a third round of CMIA funding, again using bid savings. SCTA nominated the MSN-B4 project which was originally planned to complete the HOV widening for the Petaluma River Bridge as well as the Lakeville Highway Separation Bridges. With funding at a premium, SCTA's request was initially considered too large to fund. In the end, SCTA removed the Lakeville Highway bridges from the project and received \$45M in CMIA savings to help fund the Petaluma River Bridge replacement. To create a full funding plan for the project, SCTA needed to fund the remaining approximate \$9 Million shortfall with Measure M. To make up much of the shortfall, SCTA needed to use most of the remaining near term Measure M Highway 101 capacity, as projected at the time. Subsequently, SCTA combined the Petaluma River Bridge with the MSN-B2 (Highway 101 Petaluma Boulevard South Interchange and Frontage Roads), which is currently under construction.

In early 2012, the CTC announced the last round of CMIA funding. SCTA used Measure M to re-package the Highway 101 - Lakeville Highway Bridges and Interchange project (MSN-C3) and received \$33.2 Million in CMIA programming. This action provided full funding for the construction phase of the project. The MSN-C3 project started construction in 2013.

Using construction bid savings from the federal funding for the MSN project, the SCTA fully funded the remaining design work needed to complete the HOV lane system in Sonoma County in 2013. \$2.6 Million was re-programmed to the MSN-Median Widening project, from the County Line to the new Petaluma Boulevard South/Kastania Road Interchange. With this action, the following Highway 101 needs remain prior to the 2014 Strategic Plan development:

- **MSN-C2 (HOV Lanes from the Lakeville Highway Interchange to just north of Corona Road)**
Design is funded, but funding for right of way and construction is needed.
- **MSN-Median Widening (HOV lanes from the County Line to the new Petaluma Boulevard South Interchange)**
Design is funded, but funding for construction is needed.
- **Highway 101 Corridor Landscaping**
Most visual landscaping is unfunded.

SCTA has assessed the needs for the MSN-C2 project and determined that an additional \$6.55 Million is needed to fund right-of-way, such that the project could be advanced to a shelf-ready state and be in position for future funding opportunities for construction. The 2014 Plan provides programming this funding for the MSN-C2 project.

Using the updated revenue projections from Table 3.3, and a reconciliation of previous project funding commitment, SCTA has re-assessed its capacity for the Highway 101 Program. While SCTA has freed up funding commitments when projects have come in under budget, additional funding is needed to complete the MSN-B2 and C3 project's right-of-way and construction support phases. These two projects have had extensive right-of-way acquisition and utility coordination, due to their complexity. To ensure enough funding is in place to complete those projects, the 2014 Strategic Plan programs an additional \$1.6 Million for the MSN-B2 and C3 projects.



As the roadway projects are delivered, funding landscaping of the Highway 101 Corridor will be the next priority. The development of the Corridor projects has included funding for several off-site tree mitigation projects. Off-site riparian tree planting includes planting riparian trees along Washington Creek by the Sonoma County Water Agency (SCWA) for the MSN-C1 project; planting riparian trees on Open Space District property near Mark West Creek at the Cresta site for the North project; and planting trees on the Sonoma Land Trust's Tolay Creek property for the remainder of the funded MSN project. Additionally, willows have been planted along Willow Brook Creek, on-site and within the Caltrans Right of Way, for the Central projects' riparian impacts.

The Cash Flow Model shows funding available in the later years of the Measure M program, which could be used for additional on-site landscaping projects where feasible. To advance potential opportunities and potentially landscape the project areas sooner, the 2014 Strategic Plan programs \$200,000 in the Design, Development, and Finance account (DDF) for local jurisdictions to potentially initiate and develop corridor landscaping projects. SCTA will also look to other funding sources to assist in advancing future landscaping projects.

Table 3.6 provides an estimate of Highway 101 project expenditures through FY17-18:

Table 3.6 Highway 101 Prior and Expected Expenditures (in thousands)

Project	Prior	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Future	TOTAL
Wilfred	\$12,082	\$1,302	\$0	\$0	\$0	\$0	\$0	\$13,384
Central	\$26,571	\$11,035	\$5,503	\$1,712	\$0	\$0	\$0	\$44,821
North	\$28,059	\$9,500	\$2,594	\$0	\$0	\$0	\$0	\$40,153
MSN-Petaluma	\$12,583	\$6,947	\$5,143	\$1,855	\$2,450	\$900	\$0	\$29,878
MSN-Narrows	\$6,677	\$4,416	\$2,045	\$280	\$0	\$0	\$0	\$13,418
Design, Development & Finance (2)	\$14,325	\$6,158	\$6,305	\$7,219	\$7,217	\$7,218	\$50,512	\$98,954
Total	\$100,297	\$39,358	\$21,590	\$11,066	\$9,667	\$8,118	\$50,512	\$240,608

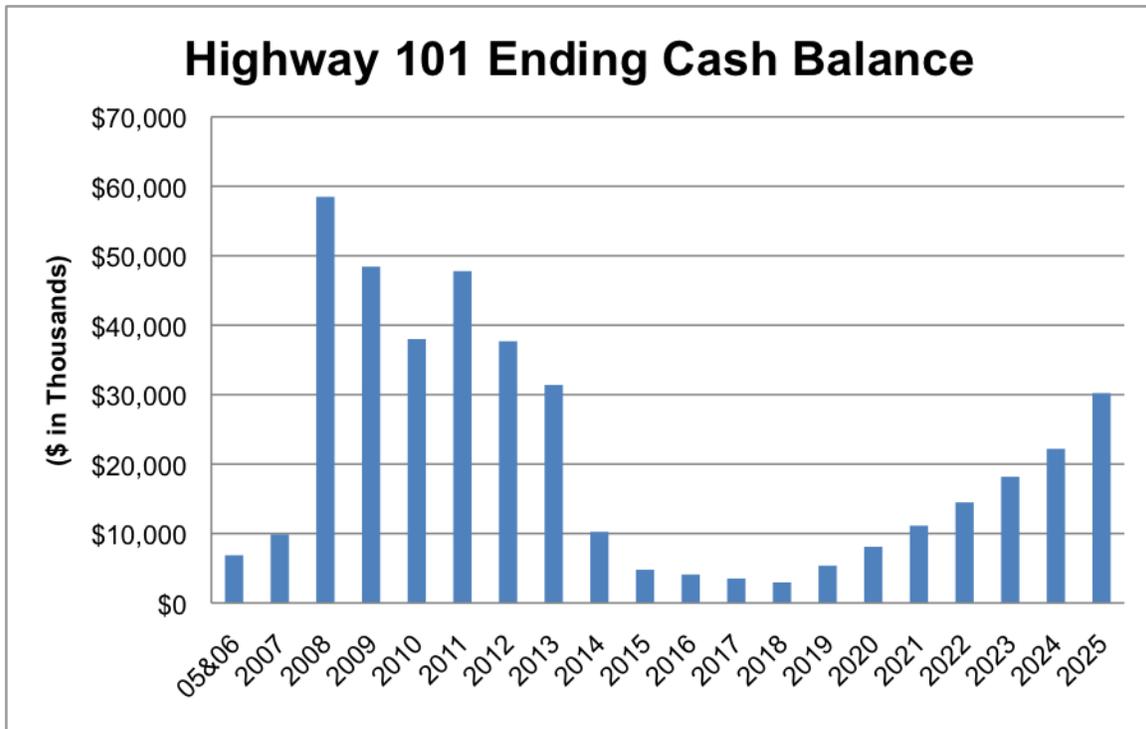
(1) Expenditures include \$24.6 Million to be reimbursed by other fund sources.

(2) Expenditures include principal and interest on 2008 and 2011 Series Bonds.



The Highway 101 Program shows ending account balances (unrestricted) of \$4.1 Million, \$3.5 Million, and \$3.0 Million in FY's 2015-16, 2016-17, and 2017-18, respectively. Highway 101 Chart 3.3 demonstrates the cash flow of the combined Highway 101 Program account.

Chart 3.3 – Combined Highway 101 Program Ending Cash Balance by Fiscal Year



A more detailed quarterly analysis actually shows a minimum balance of \$1.6 Million occurring at the end of Quarter 2 of Fiscal Year 2017-18 when debt service payment is actually made. Considering Policy 3, which requires a minimum \$1.5 Million balance, Measure M only has \$100 Thousand in capacity until after Fiscal Year 2017-18. After FY 2017-18, direct project expenditures are not currently programmed and the account is expected to grow with future sales tax revenue (minus debt service). This remaining capacity, approximately \$30.2 Million, will be programmed for Highway 101 project phases in future updates of the Measure M Strategic Plan or by special actions of the Board, prior the next Plan update. Approximately \$6.5 Million of the \$30.2 Million of future capacity is the debt reserve fund, which will not become available until 2025 when the bonds are paid in full.

3.4.2 Local Streets Projects (LSP) Program – 20%

The Measure M Expenditure Plan lists eleven local traffic congestion relief projects that are eligible for Measure M sales tax revenue under the LSP program. Measure M funds were originally earmarked to provide 50% of the 2004 cost of the project. Sponsors are required to provide at least a 50% local match to complete funding for each project.

Previous Strategic Plan updates showed the LSP Program accumulating funding in the early years of the program, when most project sponsors used smaller amounts of Measure M money to fund initial development stages, such as scoping, environmental compliance,



and design. This trend has continued through FY 2012-13, with the account accumulating over \$24.6 Million in Measure M funds. Expenditures are expected to increase in FY2013-14, as the Highway 101 - Airport Interchange project and the Highway 101 - Old Redwood Highway Interchange LSP project started construction in early 2013. These two projects have over \$20 Million in prior LSP funding programmed.

In the development of the 2014 Plan, SCTA issued a call for programming of LSP funds for the next five fiscal years. In addition to funding programmed by previous plans, SCTA determined there was sufficient capacity to program additional phases of the Airport Boulevard, Hearne Avenue, State Route 121/116 Interchange, and Fulton Road projects. Also, the first phase of the Forestville Bypass was moved back to FY 2014-15 to correspond to its updated delivery schedule.

The next five year programming period for the LSP program is shown in the following Table 3.7:

Table 3.7 – Local Street Projects (LSP) Programming (in thousands)

Project	Prior	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total	2004\$
Penngrove	\$200	\$0	\$0	\$0	\$0	\$0	\$200	\$19,000
Airport Blvd	\$10,236	\$1,264	\$0	\$2,047	\$1,500	\$0	\$15,000	\$15,000
Rte 121/116	\$480	\$2,450	\$0	\$0	\$0	\$0	\$2,930	\$7,000
Forestville Bypass	\$0	\$0	\$2,000	\$0	\$0	\$0	\$2,000	\$2,000
Old Redwood Hwy I/C	\$10,000	\$0	\$0	\$0	\$0	\$0	\$10,000	\$10,000
Hearn Avenue	\$1,800	\$1,150	\$0	\$0	\$1,800	\$800	\$5,550	\$9,000
Farmers Lane Ext	\$437	\$0	\$0	\$0	\$0	\$0	\$437	\$10,000
Mark West Springs	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
River Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Fulton Rd	\$0	\$0	\$500	\$1,000	\$200	\$7,000	\$8,700	\$19,000
Bodega Hwy	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$1,000
Total	\$23,153	\$4,864	\$2,500	\$3,047	\$3,500	\$7,800	\$44,817	\$94,000

(1) 2004\$ represent original program estimate of \$94,000,000. See Table 3.4 for 2011 forecast .

As identified in previous Strategic Plans and updated in the Cash Flow Model for the 2014 Plan, LSP is expected to loan about \$1.7 Million of its surplus capacity to the Bicycle and Pedestrian Program. LSP is also expected to loan about \$2.5 Million to the Passenger Rail (SMART) program in FY 2014-15. Inter-program loans are permitted, in accordance with Policy 4, "Use of Inter-Program Loans". Even with these loans, the Cash Flow Model still shows the LSP program with over \$7.4 Million in capacity for the 5-year period of the 2014 Plan.

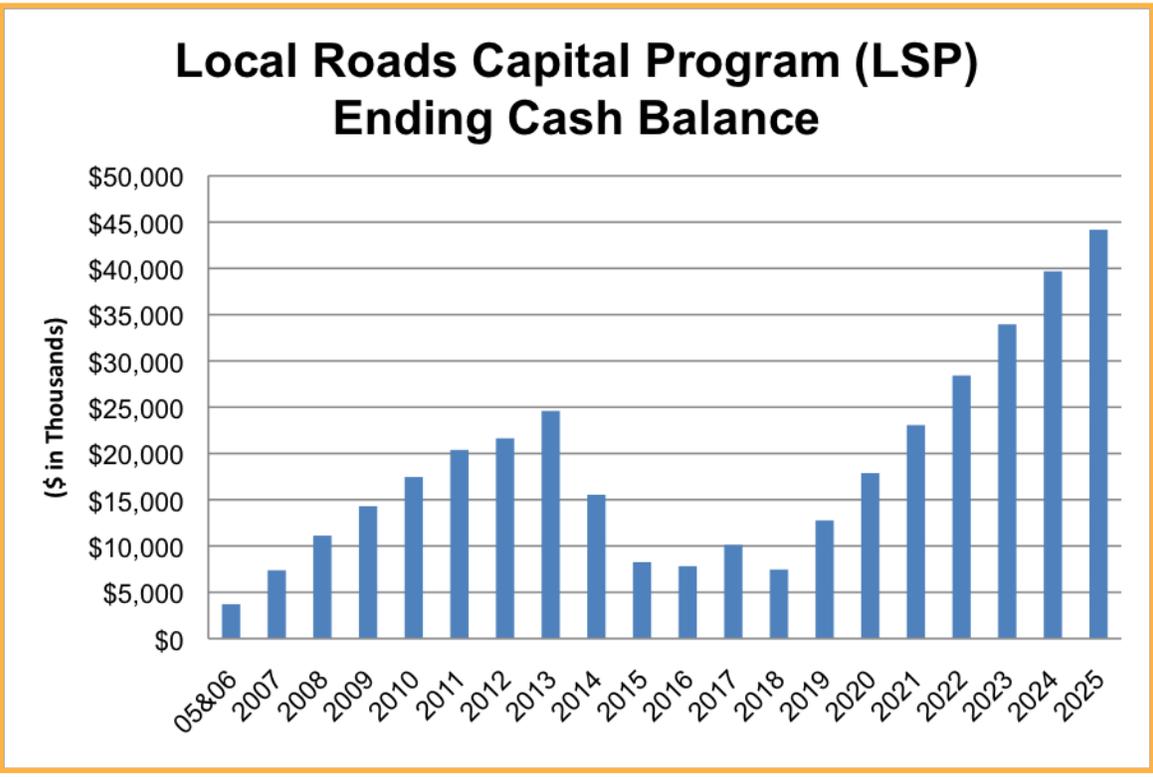
The City of Santa Rosa was interested in programming LSP funds for its Farmers Lane Extension project. However, Santa Rosa did not have enough matching funds to meet the program's requirement and deliver a fully funded phase of the project. SCTA also found that some projects did not have a sponsor capable of providing matching funds and delivering the project. The Technical Advisory Committee (TAC) has discussed the possibility of making amendments to the Measure M projects, so that projects without available matching funds could be deleted and free capacity for other projects but ultimately the decision will be made by the Board.



Policy 19, Amendments to the Measure M Projects, allows for project sponsors and implementing agencies to request deletion of listed projects because of unavailability of matching funds, as well as infeasible design, construction limitation or substantial failure to meet specified implementation milestones. The policy allows for reallocation of tax proceeds within a program category based on project readiness and availability of matching funds. At this point in the life of the Measure it is still too early to evaluate amendments to Measure M projects. Nonetheless, project sponsors should be aware of the potential for future amendments to projects should the Board decide to take such action. Sponsors are encouraged to position projects for future implementation of Policy 19, possibly as soon as the next Strategic Plan update.

Chart 3.4 shows the estimated ending cash balance of the LSP Program account.

Chart 3.4 – Local Street Project (LSP) Program Ending Cash Balance by Fiscal Year



The total remaining expected capacity of the program, approximately \$44.2 Million, will be programmed for LSP project phases in future updates of the Measure M strategic plan.



3.4.3 Bicycle & Pedestrian Projects Program – 4%

This program funds construction of new bicycle and pedestrian routes that increase overall safety, close gaps in existing routes and provide safe routes to schools and to transit. Bike safety programs focused on educating the public and, in particular, school children, are eligible to receive sales tax funds. In addition to the education program, the Measure M Expenditure Plan lists 14 projects as high priority needs for the county that are eligible to receive funding.

Similar to the LSP Program, the Bicycle and Pedestrian Projects Program accumulated funding in the early years of the program, when most project sponsors used smaller amounts of Measure M money to fund initial development stages, such as scoping, environmental compliance, and design. However, expenditures kept pace with revenue until FY 2011-12 and programming is now expected to exceed available funding in FY 2014-15. As was the case in the 2011 Plan, the Bicycle Pedestrian Project will likely need to borrow funding from the LSP program to meet prior commitments.

In prior years, construction of several phases of eight Bicycle Pedestrian projects have been completed, including the Copeland Creek Trail (2 phases), Central Sonoma Valley Trail, the Foss Creek Trail (2 phases), Old Redwood Highway/Mendocino Avenue Bike Lanes, the Bodega Bay Trail, the Petaluma River Trail, the Santa Rosa Creek Trail, and Street Smart Sebastopol using Measure M - Bike/Pedestrian program funds.

The 2014 Plan had limited capacity for new programming. SCTA's first priorities were to keep the commitments of the 2011 Plan and provide funding for sponsor's who advanced their projects with local funding and were waiting for Measure M reimbursement. The 2014 Plan provides funding in the 5-year programming period for construction of the following Bike/Pedestrian project phases: an additional phase of the Bodega Bay Trail, Phase 2 of the Central Sonoma Valley Trail, two additional phases of the Foss Creek Trail, Phase 3 of the Petaluma River Trail, and Phase 1 of the Santa Rosa Creek Trail. Additionally, the SMART bicycle pedestrian trail along the rail line will receive funding to complete compliance with the National Environmental Policy Act for the length of the path in Sonoma county and design of the trail for the initial operating segment (IOS) in Sonoma. SCTA continues to program \$60,000 per year for Bike Safety and Education through FY 2017-18.



Petaluma River Trail pedestrian bridge under construction



The next five year programming period for the Bike/Pedestrian program is shown in the following Table 3.8:

Table 3.8 - Bike and Pedestrian Project Programming (in thousands)

Project	Prior	FY 13-14	FY 14-15	FY 15-16	FY 16-17	FY 17-18	Total	2004\$
Santa Rosa Cr Tr	\$655	\$162	\$340	\$0	\$0	\$0	\$1,157	\$1,450
Old Red/Mendo/SR	\$157	\$0	\$0	\$0	\$0	\$0	\$157	\$500
Central Sonoma Valley Tr	\$63	\$15	\$85	\$0	\$0	\$0	\$163	\$1,900
Sonoma/Schellville Tr	\$100	\$0	\$0	\$0	\$0	\$0	\$100	\$650
Arnold Dr	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$2,000
Petaluma River Tr	\$815	\$0	\$995	\$0	\$0	\$0	\$1,810	\$2,000
Copeland Creek Tr	\$350	\$0	\$0	\$0	\$0	\$0	\$350	\$350
Street Smart Sebastopol	\$1,830	\$0	\$170	\$0	\$0	\$0	\$2,000	\$2,000
West County Tr (Mirabel Rd)	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$500
McCray Road	\$0	\$0	\$0	\$0	\$0	\$0	\$0	\$250
Highway 1 in Bodega Bay	\$150	\$300	\$0	\$0	\$0	\$0	\$450	\$950
Foss Creek Tr	\$595	\$474	\$341	\$0	\$0	\$0	\$1,410	\$3,250
NWPRR Various	\$0	\$0	\$1,000	\$0	\$0	\$0	\$1,000	\$1,000
Access Across 101	\$250	\$0	\$0	\$0	\$0	\$0	\$250	\$1,000
Bike Safety and Education	\$274	\$86	\$60	\$60	\$60	\$60	\$600	\$1,200
Total	\$5,239	\$1,037	\$2,991	\$60	\$60	\$60	\$9,447	\$19,000

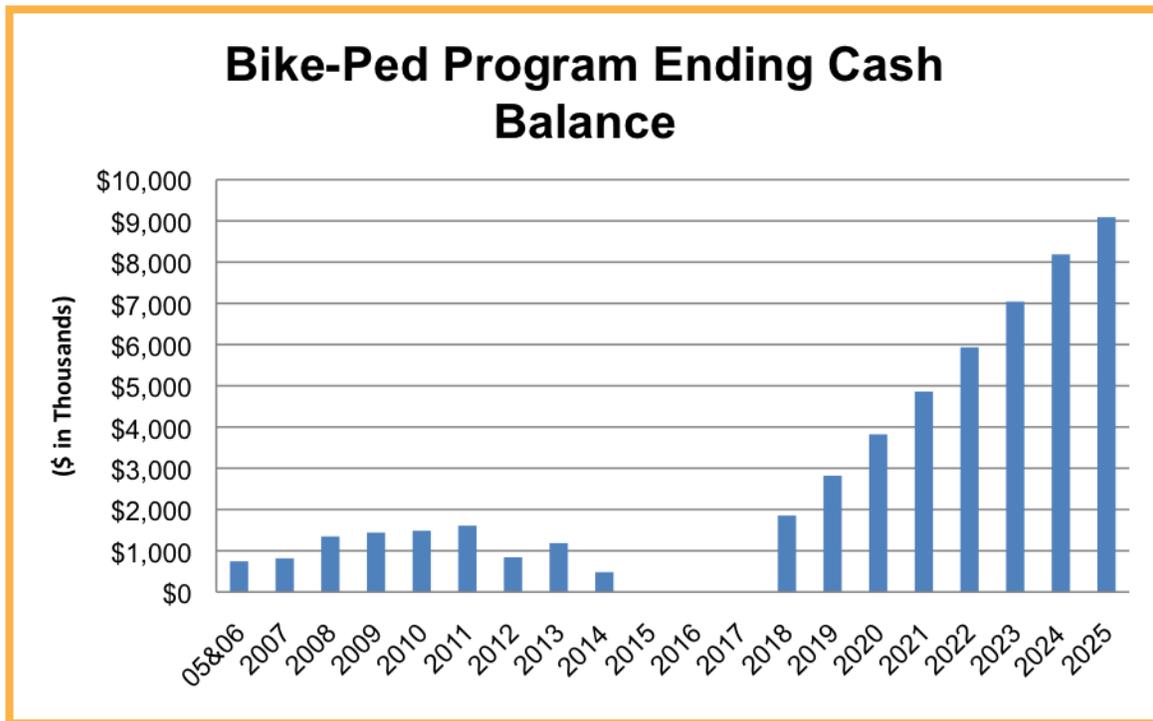
(1) 2004\$ represent original program estimate of \$19,000,000. See Table 3.4 for 2011 forecast.

Based on current estimates, the loan from LSP is expected to be about \$1.7 Million in FY 2014-15 and will not be paid back until 2017-18, leaving the Bicycle and Pedestrian program with very little programming capacity until that time. Similar to the LSR program, the Board authorized a swap of Measure M -101 Program funding that was utilized to leverage Proposition 1B State and Local Partnership Program (SLPP) funding to the Bicycle and Pedestrian program. Accounting for the 101-Program cash flow, the swap of \$988 Thousand of Highway 101 funds to the Bicycle and Pedestrian program is not projected to be available until FY 2017-18, as shown in the Chapter 5 Cash Flow Model. SCTA plans to monitor the 101 Cash Flow Model to determine if future projections will permit the swap to occur any sooner.



Chart 3.5 shows the estimated ending cash balance of the Bike/Ped Program account.

Chart 3.5 – Bike-Pedestrian Project Program Ending Cash Balance by Fiscal Year



In FY 2017-18, SCTA projects that the Bicycle Pedestrian Program will have almost \$1.9 Million in programming capacity. Overall, approximately \$9.1 Million in capacity is projected between now and 2025. This remaining capacity will be programmed for Bicycle and Pedestrian project phases in future updates of the Measure M Strategic Plan.

3.4.4 Passenger Rail Project Program (SMART) – 5%

Funds in this program are intended to complete initial steps that will accelerate the development of passenger rail service for Sonoma and Marin Counties. The work includes obtaining final environmental compliance, enhanced engineering, grade crossing improvements on local roadways and station site development in Sonoma County.

In November 2008, SMART's dedicated ¼ cent sales tax measure (Measure Q) was approved by the necessary 2/3 of voters in Marin and Sonoma County. In 2011 Measure M revenue bonds were issued for the SMART program.

The 2014 Strategic Plan programs \$4.034 Million for SMART in FY2014-15 for final design and construction of grade crossings, rail stations, and other eligible expenditures. This programming is expected to exceed available funding and will necessitate an estimated \$2.5 Million loan from the LSP program in FY 2013-14. As currently modeled in Chapter 5, the loan will be paid back over the subsequent 6-years of the program as revenues accrue. Overall, the Passenger Rail program projects almost \$3.8 Million in capacity, which will be programmed in future updates or amendments to the Measure M Strategic Plan.



CHAPTER 4

POLICES



- 4.1 Annual Apportionment Programs
- 4.2 Use of Pay-Go Financing
- 4.3 Use of Bond Financing
- 4.4 Use of Inter-Program Loans
- 4.5 Programming Methodology for Project Specific Programs
- 4.6 Cooperative Agreements
- 4.7 Appropriations for Project Specific Programs
- 4.8 Advancing Funds for Future Measure M Reimbursement
- 4.9 Proper and Timely Invoicing of Project Specific Programs
- 4.10 Eligible Cost Guidelines for Project Specific Programs
- 4.11 Project Delivery Management
- 4.12 Annual Reporting Letters
- 4.13 Public Information
- 4.14 Maintenance of Effort
- 4.15 Audits
- 4.16 Investment of Cash Balance
- 4.17 Bicycle and Pedestrian Accommodation on Projects
- 4.18 Multi-Jurisdictional Projects
- 4.19 Amendments to Measure M Projects
- 4.20 Adoption of Future Policies and Amendments to Strategic Plan







The SCTA has incorporated the following twenty policies to guide the implementation of 2011 Measure Strategic Plan:

4.1 Policy 1 - Annual Apportionment Programs

There are two programs within Measure M that are considered Annual Apportionment Programs. They are Local Street Rehabilitation (LSR) and Local Bus Transit (LBT). Funds are proportioned to the program sponsors within the program, based on formulas. The Measure M Expenditure Plan does not call for specific projects within these programs.

LSR funds are allocated quarterly to all the nine Sonoma County jurisdictions. The formula distribution for LSR funds is based on 50% road miles and 50% population. The formula is updated as new information becomes available using Department of Finance population figures and center line miles as reported by the Metropolitan Transportation Commission (MTC) from local jurisdictions. Jurisdictions are allowed to bank their allocated amounts for no more than three years. If, after the close of the third fiscal year, minimal or no funds have been expended on maintenance projects the SCTA reserves the right to withhold the next year's allocation until the jurisdiction's balance is drawn down.

LBT funding is allocated quarterly to each transit operator. The annual estimate of Measure M LBT funding is included in the annual Coordinated Claim.

No later than February 1 of each year, the SCTA provides each jurisdiction an estimate of the LSR & LBT appropriation for the following fiscal year.

4.2 Policy 2 - Use of Pay-As-You-Go Financing

Pay-as-you-go financing involves paying for capital expenditures with available cash on hand. No debt is incurred under pay-as-you-go financing, but the ability to incur expenses and deliver projects may be delayed, depending on the availability of cash on hand. Alternatively, bond financing involves the sale of bonds to investors in order to generate up-front bond proceeds and accelerate project delivery. Long-term bonds are secured against and repaid from down-stream, recurring revenues. Investors are repaid principal and interest, according to regular, predetermined periodic payments with a specified final maturity. Bond financing provides for project acceleration, but also involves additional costs in the form of interest payments to investors as well as upfront cost of issuance.



Pay-as-you-go or pay-go financing is used for the annual apportionment programs. With the exception of modest inter-program loans, pay-go financing is also used for the LSP and Bike/Pedestrian Projects programs. Pay-as-you-go financing was used for the 101 program until expenditures were forecast to exceed the cash balance, at which time bonds were issued to accelerate project delivery. The 2008 and 2011 bonds were issued to finance 101 program projects. Pay-as-you-go financing has been used for the SMART program through to the 2011 bond issuance. A portion of the proceeds from the 2011 bond issuance has been used for the SMART program. SMART also plans to use an inter-program loan in FY2013-14. Revenues allocated to the SMART program in excess of their portion of the 2011 debt service will be used for pay-as-you-go funding.

4.3 Policy 3 - Use of Bond Financing

As noted in Policy 2, all capital expenditures are first paid with available cash revenue on a pay-as-you-go basis, with remaining capital expenditures met with bond financing, if necessary. If a program elects to bond, the cost of financing, including debt service, will be the pro-rata responsibility of the program(s) that received the bond proceeds. Once a bond is issued, qualifying capital expenditures shall be paid with bond proceeds until those proceeds are exhausted. Once exhausted, capital expenditures will then return to pay-as-you-go financing.

Chapter [5], Cash Flow Model, shows the competitively sold Series 2008 Bond for the 101 Program. The Series 2011 Bond competitive sale was completed in January 2011 and is also shown in the cash flow model. The 2011 Bond proceeds have been used to finance the Highway 101 Program projects and Passenger Rail (SMART) program projects. All bonds issued by SCTA have been and will be secured by authority-wide Sales Tax Revenues. In order to achieve a high bond credit rating, actual authority-wide Sales Tax Revenues will be greater than 1.50x the maximum authority-wide annual debt service payment at the time of the bond.

To insure that each individual program can make its annual debt service payment independent of any other program's revenue, SCTA may issue bonds designated for an individual program up to an amount where that program's projected annual sales tax revenue is at least 1.25x that program's expected annual debt service for any given year. Since the Highway 101 Program has sufficient cash reserves on hand, that ratio can be reduced to 1.0x provided that SCTA can demonstrate that it can maintain a minimum ending cash balance of not less than \$1.5 million for the Highway 101 Program. SCTA shall maintain a cash flow model, updated at least annually, to demonstrate that the minimum ending cash balance of \$1.5 million can be maintained for the Highway 101 Program.

The Cash Flow Model shown in Chapter [5] shows Sales Tax Revenues exceeding authority-wide annual debt service at around 3.0x or better. In addition, fiscal year 2012-2013 unaudited data shows a significant increase in sales tax revenues. These metrics suggest that there is additional debt capacity on an authority-wide basis. This debt capacity; however, may be only available to those programs with free cash flow. The annual apportionment programs have free cash flow and should the SCTA not be able to fund projects for these programs on a pay-as-you-go basis or through inter-program loans then a bond financing could be an option to ensure that project expenditures are funded. It is important to note that additional debt capacity depends on a variety of factors including sales tax revenue growth, program allocations, years remaining in Measure M, credit rating, bond market / interest rates and structure of bonds (principal amortization / reserve fund).

Overall, if needed, a bond financing may be utilized to accelerate projects and take advantage of the current low interest rate environment. In addition, short-term financings may be utilized to address short-term cash flow deficits.



4.4 Policy 4 - Use of Inter-Program Loans

In certain years, one program may need more than its annual sales tax allocation while another program may not spend its full allocation or may maintain a positive balance from prior year allocations.

The rationale for individual inter-program loans will be examined within the context of total program efficiency as well as sub-program equity on a case-by-case basis. On a program wide basis, inter-program loans provide flexibility to re-allocate available funds on a short-term basis to meet the interim cash flow needs of one or more sub-programs. Allowing sales tax revenues to flow across programs (in the form of a loan reduces the need to issue bonds to fund sub-programs, thereby preserving a larger proportion of sales tax revenues for projects, versus financing costs, within the total program).

However, while total program efficiency may be maximized with inter-program loans, it is necessary to implement borrowing parameters to ensure equity across programs. From a tracking and reporting standpoint, clear delineations of sales tax revenues across programs will need to be maintained. SCTA will track and account for inter program loans, including repayment and interest.

Inter-program loans are allowed to maximize program efficiency. Specific parameters need to be integrated to ensure loan accountability and ensure program categories remain consistent with measure objectives. Inter-program loans are included as a short-term cash management strategy and are clearly delineated between the programs. Interest on the loan is tied to the assumed short-term investment rate applicable to the annual fund balance.

4.5 Policy 5 - Programming Methodology for Project Specific Programs

Project sponsors are required to complete Project Information and Funding Sheets prior to projects being considered for programming in the Strategic Plan. Upon review, projects requesting funding are prioritized based on five key criteria: has the project sponsor advanced construction with other fund sources, project readiness by phase, available matching funds, ability to leverage other funding sources, and past delivery performance.

In completing and reviewing project information sheets, overall project benefits or expected performance of a project, safety, geographic equity, past performance in project delivery, overall size/cost of project and on the ground activity (i.e. construction) is the next tier of evaluation criteria. Prior commitment (from previous Strategic Plans) is also considered, once Project Information and Funding Sheets have been prioritized, capacity within Measure M cash flow is assessed.

As the projects are prioritized and the cash flow needs addressed, the programming element of the Strategic Plan is developed. Measure M funding is programmed in five-year increments in the Strategic Plan and updated every two years.

4.6 Policy 6 - Cooperative Agreements

Once a project is programmed in the Strategic Plan, the project sponsor enters into a cooperative funding agreement with the SCTA (Appendix 1). Although a cooperative funding agreement is required to make an appropriation, a project sponsor can request that a cooperative agreement be executed concurrent with an appropriation request (see also Policy 7).



4.7 Policy 7 - Appropriations for Project Specific Programs

After a cooperative funding agreement is approved for execution, the SCTA can adopt a resolution to make an appropriation. The project sponsor must submit an appropriation request (Appendix 1) outlining for what the funding will be used. The SCTA may require that the project sponsor meet with staff to demonstrate the status of the project, prior to considering an appropriation request (see also Policy 11). Appropriation requests are required to be submitted a minimum of 30-days prior to the SCTA Board meeting when action is requested to be taken.

Appropriations are made by development phase (ie, environmental, right-of-way, design, or construction) and by the fiscal year. The request must be consistent with programming amounts made in the Strategic Plan. An appropriation request must be adopted by resolution of the board of directors, prior to payment being made on invoices (see Policy 9).

Project Sponsors shall appropriate programmed funds by the end of the fiscal year in which the funds are programmed. If a project sponsor cannot appropriate funding, the sponsor shall request a one-time extension of up to 1 fiscal year, or the funding will be de-programmed. If funding is de-programmed, the project sponsor can request that it be re-programmed for a future year during the subsequent Strategic Plan development.

4.8 Policy 8 - Advancing Funds for Future Measure M Reimbursement

A project sponsor can request that it advance a project by providing its own funding, prior to the project being programmed in the Strategic Plan. The project sponsor must submit a letter of request, for approval by the SCTA Executive Director. The letter must be accompanied by a project schedule and budget. If approved, the Project Sponsor must comply with Policy 9 – Proper and Timely Invoicing of Project Specific Programs, even though invoices will not be paid until the project is programmed, a cooperative funding agreement is executed, and an appropriation is approved. The project sponsor must also comply with Policy 10- Eligible Cost Guidelines for Project Specific Programs and Policy 11 – Project Delivery Management.

A project sponsor may also request that the 50% match requirement for Local Streets Projects be postponed through some or all of the project development phases (Scoping, Environmental, Design, and Right-of-Way) and be proportionally repaid during a future phase of the project. The project sponsor must submit a letter of request for approval by the SCTA Executive Director. The letter must be accompanied by a project schedule and budget, including funding sources for the construction phase of the project. If the project with the postponed match is unable to be delivered, the project sponsor's postponed 50% share of development phase costs must be paid back to the Measure M account within 5 years of the abandonment of the project. Abandonment shall be considered to occur when the following criteria are met: 1. the PDM determines in consultation with the project sponsor that the project cannot progress, and 2. there has been a lack of billing activity for three years.

4.9 Policy 9 - Proper and Timely Invoicing of Project Specific Programs

After the cooperative funding agreement is executed and an appropriation request is approved, the project sponsor can initiate invoicing of Measure M funding. All invoices must be accompanied by a standard SCTA invoice sheet (Appendix 1). The project sponsor will submit invoices to the SCTA for reimbursement of eligible costs (see Policy 10) as frequently as monthly, but no less frequently than every six months following initial appropriation. If a project sponsor cannot invoice during a six month period, the sponsor shall request a 6-month extension, or the funding shall be de-obligated. A maximum of two (2) six (6)- month extensions shall be permitted. The SCTA will review



invoices for quality control and provide reimbursement within 45 days. If a project sponsor demonstrates a hardship related to cash flow the SCTA may consider advancing payment of up to \$200,000 prior to receiving invoices for the actual project costs.

4.10 Policy 10 - Eligible Cost Guidelines for Project Specific Programs

Approval of a cooperative funding agreement will allow the project sponsor to begin incurring expenses against the future availability of the funds.

In order to meet its fiscal responsibilities, the SCTA has developed a Project Management and Delivery System to monitor project progress and provide a mechanism for tracking Measure M funds expended on each project. The success of this system depends upon a partnership between the project sponsors and the SCTA. Both parties must work together to identify an appropriate scope of work for each phase of each project and to define project elements that are eligible for reimbursement with Measure M funds.

The following guidelines describe the expenses that are eligible for reimbursement with Measure M funds, as long as each item is covered in the scope of work approved by the SCTA.

1. Project sponsor's actual cost for staff directly involved in project management or project development work. Hourly wages and fringe benefits are allowed. If a sponsor wishes to receive reimbursement for indirect costs, SCTA will honor "indirect cost rate proposals" approved by the Department of Transportation (Caltrans) within the last two years. These indicted costs and approval requirements are defined in the Caltrans Local Assistance Procedures Manual (Exhibit 5-1). this rate does not allow the Agency to recoup direct costs dedicated to Measure M projects, due to extenuating circumstances, the Agency may submit documentation for SCTA consideration and approval.
2. Specialized equipment for testing, analysis or production of documents for project-related work.
3. Contracted consultant staff, based on monthly invoices consistent with the contractual agreement.
4. Government fees, including permit fees, or reimbursement for review or oversight costs.
5. Right-of-way acquisition.
6. Utility relocation.
7. Construction, including construction management and inspection.

The following guidelines will be used by the SCTA staff in determining which project activities are eligible to be financed with Measure M funds.

PROJECT APPROVAL (PRELIMINARY ENGINEERING) AND ENVIRONMENTAL DOCUMENT (PAED):

Measure M funds are eligible for expenses incurred by project sponsors for all activities within the scope of work defined in the Funding Resolution (Appropriation). These activities include feasibility studies, scoping, determination of the appropriate environmental document, preparation of all preliminary engineering for each alternative, including geometric layouts, determination of right-of-way needs, air, noise, energy and hazardous site investigation studies. PAED includes all studies or activities necessary to prepare and to finalize the environmental document for approval.

If the scope of the environmental document is expanded to include improvements beyond those defined in the Measure M Expenditure Plan (Appendix 2), the added expense will be the responsibility of the project sponsor and must come from a non-Measure M project fund source.



DESIGN PLANS, SPECIFICATIONS AND ESTIMATES (PS&E):

Measure M funds are eligible for expenses incurred by project sponsor staff and consultant staff for all activities covered under the scope of work included in the Funding Resolution (Appropriation). Typical activities include preparation of alternative design studies; materials, foundation, drainage, hydrology and hydraulic reports; management oversight; preparation of the plans, specifications and cost estimates; preparation of bid documents and project files; preparation of permit applications and maintenance agreements; coordination of agency reviews; and any other activities necessary to prepare final PS&E for bid advertisement and award.

If the project sponsor wishes to include items of work not covered under the detailed scope of work in the Funding Resolution, the cost for including the additional work shall be segregated and the cost borne by the project sponsor from a non-Measure M project fund source. Annual expenses incurred for maintenance agreements or permanent easements shall likewise be borne by the project sponsor from non-Measure M project fund sources.

RIGHT-OF-WAY SERVICES:

Measure M funds are eligible for expenses incurred by project sponsor staff and consultant staff for all activities covered under the scope of work included in the Funding Resolution (Appropriation). Typical items of eligible work under this phase include final determination of right-of-way needs; utility relocation coordination; title searches; parcel appraisals; preparation of right-of-way maps; negotiations with property owners and all activities involved with acquiring rights-of-way including condemnation proceedings.

Services provided for right-of-way activities involved with property not necessary for the Measure M project as defined in the scope of work shall be at the expense of the project sponsor where the costs can be determined.

RIGHT-OF-WAY ACQUISITIONS, UTILITY RELOCATIONS, and ENVIRONMENTAL MITIGATION :

Measure M funds may be used for the purpose of acquiring property (including damages, goodwill, relocation assistance, clearance demolition, and title and escrow fees), relocating utilities, and purchasing environmental mitigation that is determined necessary to construct the Measure M defined project. Property necessary for the project will have been identified during the design phase and agreed to by the SCTA.

The project sponsor is responsible for maintaining property acquired with Measure M funds prior to and during construction. These costs are reimbursable expenses, if funds are appropriated for this purpose. Any proceeds from property acquired with Measure M funds shall be refunded to the SCTA, less the costs to maintain and hold the property.

The SCTA shall be reimbursed for any property acquired with Measure M funds which has been determined not to be required for completion of the Measure M project. The SCTA shall receive its proportionate share of revenues from the sale of the property based upon its share of the purchase price, after deducting auditable cost of sales. Such property shall be disposed of consistent with accepted governmental practices. Such practices include:



- Disclosure of planning and zoning compliance by recorded notification;
- First offer to public agencies for public use;
- Disposing of property by auction with a minimum bid;
- Preparing a formal appraisal if only one entity is interested in the property; and
- If the excess property is worth less than \$10,000, or if the land is of value only to the adjacent property owner, then the proponent may follow whatever procedure appears most prudent.

Should the proponent wish to retain a surplus parcel for non-Measure M-project purposes, the proponent must enter into early discussion with the SCTA to determine the appropriate cost and value of the property. If the property is to be used ultimately for non-transportation purposes, then the proponent must reimburse the SCTA consistent with the fair market value of the parcel, based on the highest and best use value. If the property is to be used for transportation purposes, the sponsor must work closely with the SCTA to determine if the use is consistent with the Measure M program, and that the expense is eligible for the funding category. The use of property excess to Measure M projects for other transportation facilities would need to be endorsed by the appropriate Regional Transportation Planning committee(s) and the SCTA.

CONSTRUCTION CONTRACT WORK:

Measure M funds are available to cover all construction expenditures for the project that are part of the scope of work agreed to by the SCTA. Any proposed contract change orders that may arise once the contract has been awarded will be reviewed on a case by case basis for approval to be reimbursed with Measure M funds.

The project sponsor may include additional work beyond the scope of work for the Measure M project at their expense. The SCTA will require these costs to be segregated from the other item work expenses and paid for with non-Measure M project funds.

CONSTRUCTION MANAGEMENT:

Measure M funds are eligible for reimbursement of project sponsor's management oversight expenses associated with the construction of the proposed Measure M project. This would include activities such as inspection, material testing, field surveys, construction contract administration, and activities involved with submitting final costs to the appropriate agencies to secure other leveraged funds.

Any management expenses associated with work beyond the scope of the Measure M project should be segregated out and funded by the project sponsor from non-Measure M project fund sources.

4.11 Policy 11 – Project Delivery Management

The Measure M Program is dependent upon close collaboration between the sponsors of Measure M funded projects (Highway 101 Projects, Local Street Projects, Bike/Ped Projects, and SMART Programs) and the SCTA. It is the project sponsor's responsibility to keep SCTA apprised of significant issues affecting project delivery and costs. Ongoing communication resolves issues, assures compliance with SCTA policies, and will assist the SCTA in managing the overall funding of the Measure M program.



The SCTA has an obligation to ensure that the Measure M funds are spent in accordance with the intent of the Measure. This policy establishes a process for review of Measure M projects.

The SCTA's Executive Director will assign a representative to each project who will serve as the Project Delivery Manager (PDM). The PDM could be an employee or a consultant to the SCTA. When a conflict arises, the PDM may use the expertise of the Technical Advisory Committee (TAC) to help resolve project specific issues. The PDM will keep the Citizens Advisory Committee (CAC) informed of the present status of project delivery issues, such as project scope, schedule and budget.

The PDM will work with the project sponsors throughout the project, in order to resolve issues that may arise throughout the various phases of project delivery. The PDM is responsible for reviewing the project at major milestones. It is expected that the PDM will work in partnership with the project sponsors to facilitate communications and speed delivery.

The purpose of the SCTA review is three-fold: 1) to review the project to ensure that the objectives and purpose of the project are consistent with the original purpose of the project programmed in the Measure M Strategic Plan and the intent of the Traffic Relief Act for Sonoma County; 2) to ensure consistency with Strategic Plan policies and guidelines; and 3) to monitor and assist with meeting project delivery milestones.

The purpose of a TAC review is to offer an unbiased assessment and to offer suggestions for resolving conflict that may occur during the review of a project (i.e., whether a project feature should be eligible for reimbursement under the Measure M program). The SCTA's PDM, the project sponsor's Project Manager (PM) or the CAC can request a review by the TAC.

The purpose of the CAC review is to provide public oversight on the implementation of Measure M. The CAC is composed of community stakeholders and five members of the public at large, appointed from each supervisorial district. The CAC review is intended to provide transparency of the project delivery process for the general public. The PDM will provide at least one (1) status update for each project receiving funding in a fiscal year to the CAC for review. The project sponsor's PM should attend any CAC meeting at which his/her project is being presented to the CAC. The PDM will seek to schedule project review sessions at least 30-days in advance of the meeting. Additionally, the PDM will provide an update on the Highway 101 program at each CAC meeting.

The following section summarizes the review and approval process required for Measure M funded projects to ensure that project sponsors are complying with the Strategic Plan.



SCTA REVIEW DURING PROJECT APPROVAL AND ENVIRONMENTAL DOCUMENT (PAED) PHASE

The SCTA is designated as a “Responsible Agency” according to the California Environmental Quality Act (CEQA), since the SCTA must take a discretionary action in funding Measure M projects. For this reason, in addition to performing project reviews, the SCTA Project Delivery Manager (PDM) should be involved in the environmental process for Measure M projects as follows:

1. the PDM must receive a Notice of Preparation for the environmental assessment;
2. the PDM should have the opportunity to comment on the project;
3. the PDM should have an opportunity to review proposed mitigation measures that would be funded with Measure M funds;
4. the PDM should have an opportunity to comment on the administrative draft environmental document, and should advise the project sponsor if there are potential concerns with the environmental document; and
5. the PDM should prepare formal comment on the environmental document or proposed mitigation measures during the public comment period if there are potential conflicts that cannot be resolved at the staff level.

SCTA REVIEW DURING DESIGN PLANS SPECIFICATONS AND ESTIMATES (PS&E) PHASE

As discussed above, the plans for each project are reviewed by SCTA representatives at major milestones of design. SCTA has identified four (4) types of design reviews. All projects will have at least a Conceptual Review and a Final Review, as defined below. Level I and Level II reviews will be at the discretion of the PDM, but will be based on the delivery status and complexity of the project in question.

CONCEPTUAL DESIGN REVIEW

This review is to occur once the conceptual alternatives have been identified, and prior to the start of final design. The environmental document could be under preparation, but not final, since the intent of this review is to evaluate different alternatives and their impacts. This review is required prior to the appropriation of funds for design activities.

SCTA representatives will review scope of the project, consistency with Measure M policies and the Ordinance, and identify concerns regarding significant cost components of the project. The schedule and budget will be reviewed, and the schedule and phasing of the remaining reviews will be developed.

LEVEL I DESIGN REVIEW

The Level I review will be at a stage in design where a project alternative has been adopted, and the details of the project have been initially defined for the following components of the project: right-of-way acquisition, easements, and disposition; utility relocations; drainage; wetlands and other environmental issues; need for permit applications; and value engineering decisions.

LEVEL II DESIGN REVIEW

The Level II review will be at a stage when most of the details of the final design have been finalized. In particular, the review will focus on the following components of the project: right-of-way acquisition, easements, and disposition; drainage; utility relocations; draft utility agreements; signing and striping plans; landscaping; preliminary construction staging; environmental permit applications; environmental mitigation needed; and preliminary estimates.



FINAL REVIEW (100% PS&E)

When the plans, specifications and estimates (PS&E) are complete, a review by SCTA representatives will be performed to verify that all components from the previous reviews have been addressed and that the project construction cost estimate is compatible with the Strategic Plan. This review is required prior to the appropriation of funds for construction activities.

INFORMATION PROVIDED BY THE PROJECT SPONSOR'S PM PRIOR TO ANY DESIGN REVIEW

To provide for an adequate review, it is important to have materials available prior to the review. The following materials are requested by the project sponsor at least one week prior to any of the design reviews:

1. Project Background – Definition of the problem to be solved by the project and how the proposed project solves it.
2. Project Description – Clear definition of the proposed work.
3. Project Schedule – Beginning and completion dates for the following activities:
 - Project Study Report (PSR)/Conceptual Engineering studies;
 - Environmental Document;
 - Design stages (35%, 65%, 95%, Final)
 - Right-of-Way Engineering and Acquisition;
 - Permits
 - Utility Relocations;
 - Advertisement; and
 - Construction
4. Project Estimate - A detailed breakdown of the estimate, escalated to the year of construction.
5. Financial Plan – Proposed revenue sources and amounts (by development phase and fiscal year), including shortfalls and proposed revenue sources. Any required match of Measure M funds must be clearly identified.
6. Engineering Plans, Reports, and Specifications – any available plans, reports and specifications appropriate for the type of review.
7. Summary response to issues raised by the PDM or the CAC in previous reviews.
8. Summary of compliance with applicable mitigation measures from the Sonoma County Comprehensive Transportation Plan Environmental Impact Report.

The summary should be brief (1-2 pages) but should offer enough detail to provide the PDM with an adequate perspective on the project's background to aid them in their review. The summary report and plans should be submitted to the PDM at least one week prior to the date of the review.

The project sponsor's staff or consultant will make a brief presentation of the project, the current status of design, and any issues that are critical to understanding the project. The PDM and any additional representatives of the SCTA will review the plans, and then ask questions or make suggestions regarding the design of the project.



CALTRANS REVIEWS

Project Sponsors are responsible for working with Caltrans to assure preparation and submittal of all documents that may be required by Caltrans, such as the Project Study Report (PSR)/Initial Project Report (IPR), the Project Report (PR), environmental documentation, right-of-way certification, and PS&E. Wherever possible, the sponsor should attempt to combine these reports, such as the combined PSR/PR.

SCTA REVIEW DURING RIGHT OF WAY PHASE

The project sponsor is responsible for identifying real property needs, such as property acquisitions, clearance and demolition, property easements, rights to enter, and relocations of affected parties and businesses as part of the right-of-way process. Real Property acquisition and associated relocation of affected parties must be conducted consistent with the requirements of state law, and the federal "Uniform Acquisition and Relocation Assistance Act." In addition, the project sponsor will identify utility relocations needed for the project, including a determination of the liability for cost. The project sponsor will enter into utility agreements necessary to ensure the timely relocation of affected utilities as part of the right-of-way phase of project development. Finally, the right-of-way process will include entering into agreements for the acquisition of off-site environmental mitigation needed for the project.

The project sponsor should communicate with the PDM throughout the right of way process. Once the project design is at least 65% complete, the project sponsor shall provide a detailed estimate of the right-of-way cost of the project. At that point, the sponsor shall also provide a detailed schedule for completion of all right-of-way activities for the project. Proposed right of way acquisition and the potential for parcels to be excess to the Measure M project will be evaluated as part of the design review process described above. If issues regarding excess land extend beyond the design stage of the project, the project sponsor will meet with the SCTA's PDM, as necessary to resolve such issues.

Any special circumstances regarding ownership of property excess to the Measure M project, or acquisition of property that will not be used for the Measure M project should be resolved early. With respect to disposal of property excess to the Measure M project, the proponent should consult with the PDM in order to determine the most cost effective and efficient time for the disposal, in order to get the highest possible return on the investment for the Measure M program. Unless the SCTA makes an exception, the project sponsor shall dispose of any property excess to the Measure M project within five years following completion of the project, or prior to sunset of the Measure M program. In some cases, this may mean that the sponsor accepts a less than optimal price, with the agreement of the SCTA. In any case, the project sponsor shall advise the PDM of its plans for disposition at the completion of the project.

SCTA REVIEW DURING CONSTRUCTION PHASE

After bidding the construction contract, the SCTA PDM will be provided a summary of the funding used for the award construction contract. The PDM will be invited to attend the initial pre-construction meeting and any standing progress meetings with the Contractor. Attendance at construction meetings with the Resident Engineer and Contractor will be at the discretion of the PDM and based upon the complexity of the project. Regardless of attendance at meetings, the PDM will be permitted to review any design changes and be available as a resource to address issues and problems that arise during the construction phase. The PDM shall be provided copies of contract change orders (CCOs) and associated tracking logs, as requested. The project sponsor shall get the PDM's written concurrence on any CCOs that increase the scope of the project, beyond the project description set forth in the Measure M Expenditure Plan.



COMPENSATION FOR SCTA'S PROJECT OVERSIGHT MANAGEMENT

The SCTA will fund the cost of the PDM from other funds sources, unless an agreement is made with the project sponsor to fund the PDM with Measure M funds dedicated to the Project.

4.12 Policy 12 - Annual Reporting Letters

The SCTA has established reporting requirements related to each of the program categories. These requirements focus on the accountability of expending Measure M funds, tracking progress on projects and informing the public of how Measure M funds are being expended.

After the close of each fiscal year, the SCTA requires a letter from each jurisdiction receiving Measure M funds, outlining how the Measure M funding was spent, including a full accounting of the Measure M funds, a description of what projects were completed and how performance standards were met (see Appendix 1). This letter will be due to the SCTA by September 15 of each year. If a letter including the required information is not received from a jurisdiction, the SCTA may withhold the next year's allocation until the requirement is met.

The SCTA may conduct a random audit on any project that received Measure M funds.

4.13 Policy 13 - Public Information

As part of the annual reporting to the SCTA, project sponsors will be required to address the following items in their letter to indicate how they are meeting the Measure M public information requirements:

1. Displaying the Measure M logo on signs at construction sites and on vehicles (i.e. maintenance trucks, transit vehicles, etc.) funded or partially funded by Measure M.
2. Providing digital photographs of projects before, during and after construction.
3. Identifying Measure M on the project sponsor's web site.
4. Issuing joint press releases about project activities, particularly ground-breakings and ribbon-cuttings.
5. Participating in the development of the Measure M annual report.
6. Identifying the project benefits and discussing how the improvement project is assisting in traffic congestion relief.
7. Identifying how the project is addressing the goals of Measure M as set out in the Expenditure Plan.

4.14 Policy 14 Maintenance of Effort

The Traffic Relief Act for Sonoma County is governed by the Public Utilities Code. PUC 180200 requires that "local governments maintain their existing commitment of local funds for transportation purposes." The Measure M Expenditure Plan states "consistent with California Public Utilities Code Section 108200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes." Measure M cooperative agreements for the Local Streets Rehabilitation (LSR) Program also require maintenance of effort.

For the Local Streets Rehabilitation Program funding, each local agency shall be responsible for identifying which of their accounts have local funds for transportation purposes. For these purposes, expenditures would be calculated per fiscal year. A fiscal year is defined as July 1 through June 30. The baseline amount is transportation fund expenditures in FY 2011-12



which will be converted to percentage of general fund expenditure. Expenditures for each subsequent year will be compared to the baseline to determine the same percentage of general fund expenditures is occurring. Baseline percentages (FY11/12) and subsequent year percentages of discretionary fund expenditures on transportation shall be provided to SCTA by each jurisdiction no later than February 15, starting in February 2013. This is to allow agency audits to be completed prior to submittal.

4.15 Policy 15 - Audits

An overall financial and compliance audit of Measure M funds will be done annually to review the finances and demonstrate the status of projects in each program category. The Citizens Advisory Committee (CAC) will serve as an independent oversight body. The CAC will advise SCTA on contracting with a qualified audit firm and the administration of Measure M. SCTA will present the findings of the annual audit to the CAC.

In addition, transit operators will provide a copy of an annual audit to the SCTA indicating how Measure M funds were used. The SCTA will require each project sponsor to submit Project Sponsor Reporting Letters annually indicating how Measure M funds were used.

Finally, in the event that a specific project's compliance with the Measure M program is called into question, the CAC can request that a project level audit be conducted. If such an audit is requested, the scope of the audit and the selection of an audit firm will be approved by the CAC.

4.16 Policy 16 - Investment of Cash Balance

SCTA will invest the cash balance of each Measure M program in the County of Sonoma Pool. Interest earned on the balance will be credited to the cash balance of the respective program. For more information visit: http://www.sonoma-county.org/tax/about_treasurer.htm#investment

4.17 Policy 17 - Bicycle and Pedestrian Accommodation on Projects

All projects will consider accommodation of bicycle and pedestrians. The PDM will review projects for reasonable accommodation during the design reviews of Policy 11 including coordination with the Countywide Bike Plan.

4.18 Policy 18 - Multi-Jurisdictional Projects

A multi-jurisdictional Measure M project can move forward in discreet segments only after a partnership agreement has been approved. This is necessary to establish how the full project will be implemented even if one or more segments will require a longer period of time to be developed.

4.19 Policy 19 - Amendments to Measure M Projects

The ability to fully fund or complete all programs or projects in Measure M may be impacted by changing circumstances over the duration of the sales tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to any of the following reasons:

- A listed project is completed under budget;
- A listed project is partially or fully funded by funding sources other than Measure M tax proceeds;
- A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds;
- A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.



Upon a finding that tax proceeds are available for reallocation due to one of the conditions above, the SCTA may reallocate such tax proceeds subject to the following guidelines:

- Available tax proceeds can be reallocated only to project(s) with-in the same program category as the original listed project.
- Reallocation of tax proceeds within a program category will be based first on project readiness and availability of matching funds. The next tier of criteria will include impact on congestion, cost-effectiveness, ranking in the Comprehensive Transportation Plan, and schedule adherence as determined by the SCTA.
- An existing project within a program category that needs additional funding, not as a result of scope change, has priority over a newly proposed project. However, the project must maintain the match level from other funding sources (50% percent in most cases) required in the original Measure M expenditure plan.

If overall revenues exceed the level projected in the Measure M Expenditure Plan funds will be distributed into the same program categories and existing or new projects can be considered within those categories. An existing project in a program category has priority in accessing these additional funds but still must maintain a 50% match from other funding sources. Adjustments related to revenue projections will not be considered until 2015, the tenth year of Measure M.

The Traffic Relief Act of Sonoma County (Measure M) passed by the voters cannot be changed without another vote of the people. However, the Legislature has vested in local authorities the ability to annually review and amend voter-approved expenditure plans following a procedure and for reasons established by statute. California Public Utility Code Section 180207, reads as follows:

California Public Utility Code Section 180207

- a. SCTA may annually review and propose amendments to the county transportation expenditure plan adopted pursuant to Section 180206 to provide for the use of additional federal, state and local funds, to account for unexpected revenues, or to take into consideration unforeseen circumstances.
- b. SCTA shall notify the board of supervisors and the city council of each city in the county to provide them with a copy of the proposed amendments.
- c. The proposed amendments shall become effective 45 days after notice is given.

4.20 Policy 20 Adoption of Future Policies and Amendments to Strategic Plan

Over time, the SCTA may find the need to revise, delete, or add new policies or to otherwise amend provisions of the Strategic Plan. The Strategic Plan can be revised during subsequent Strategic Plan updates or amended at any time by resolution of the SCTA board of directors.



CHAPTER 5

CASH FLOW MODEL



- 5.1 Model #1: Highway 101 Projects Program
- 5.2 Model #2: Local Street Projects (LSP) Program
- 5.3 Model #3: Local Street Rehabilitation (LSR) Program
- 5.4 Model #4: Local Bus Transit (LBT) Program
- 5.5 Model #5: Rail (SMART) Program
- 5.6 Model #6: Bike and Pedestrian Projects Program
- 5.7 Model #7: Administration
- 5.8 Model #8: All Program Summary





MODEL #1: HIGHWAY 101 PROJECTS PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Balance	0	6,872,294	9,883,136	63,089,708	53,035,565	42,614,618	54,284,704	44,183,157	37,899,731	16,738,441	11,293,457	10,600,902	10,026,327	9,458,324	11,878,315	14,598,658	17,631,447	20,986,762	24,670,683	28,692,874	
Sales Tax Revenues	7,602,884	7,943,464	7,545,624	6,769,218	6,107,316	6,614,101	6,977,858	8,031,864	8,272,820	8,521,004	8,776,634	9,039,933	9,311,131	9,590,465	9,878,179	10,174,525	10,479,760	10,794,153	11,117,978	8,588,639	172,137,550
Interest Earnings	136,106	416,168	1,188,821	1,321,545	432,333	290,560	434,723	320,785	140,255	69,878	52,069	52,814	49,506	47,292	59,392	72,993	88,157	104,934	123,353	143,464	5,545,149
Wilfred Project Expenditures	(4,000)	(113,000)	(18,000)	(1,638,000)	(3,834,000)	(2,471,000)	(2,717,000)	(1,287,000)	(1,302,000)	0	0	0	0	0	0	0	0	0	0	0	(13,384,000)
North Project Expenditures	(74,000)	(2,989,000)	(2,062,000)	(6,015,000)	(6,666,000)	(3,054,000)	(6,580,000)	(619,000)	(9,500,000)	(2,594,000)	0	0	0	0	0	0	0	0	0	0	(40,153,000)
Central Project Expenditures	(1,263,000)	(3,531,000)	(3,104,000)	(7,950,000)	(2,070,000)	(1,940,000)	(1,156,000)	(5,557,000)	(11,035,000)	(5,503,000)	(1,712,000)	0	0	0	0	0	0	0	0	0	(44,821,000)
MSN-Narrows Project Expenditures	(1,000)	(11,000)	(29,000)	(1,131,000)	(1,911,000)	(2,165,000)	(484,000)	(945,000)	(4,416,000)	(2,045,000)	(280,000)	0	0	0	0	0	0	0	0	0	(13,418,000)
MSN-Petaluma Project Expenditures	0	(9,000)	(14,000)	(383,000)	(2,090,000)	(3,539,000)	(3,997,000)	(2,551,000)	(6,947,000)	(5,143,000)	(1,855,000)	(2,450,000)	(900,000)	0	0	0	0	0	0	0	(29,878,000)
Finance Account Expenditures	(4,000)	(39,000)	0	(27,000)	10,000	(16,000)	(12,000)	(10,000)	(52,000)	(200,000)	0	0	0	0	0	0	0	0	0	0	(350,000)
Reimbursements	0	0	0	0	340,000	303,000	2,496,000	2,823,000	9,519,000	7,554,000	1,545,000	0	0	0	0	0	0	0	0	0	24,580,000
SLPP Loan Payment to LSR	0	0	0	0	0	0	0	0	0	0	0	0	(823,000)	0	0	0	0	0	0	0	(823,000)
Net Proceeds of 2008 Bonds	0	0	45,460,336	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	45,460,336
Gross Debt Service 2008 Bonds	0	0	(711,257)	(2,207,350)	(2,207,350)	(2,207,350)	(2,207,350)	(2,207,350)	(5,015,350)	(5,012,725)	(5,017,475)	(5,014,225)	(5,012,725)	(5,017,350)	(5,017,600)	(5,013,225)	(5,013,725)	(5,013,475)	(5,016,100)	(5,013,300)	(71,925,282)
Net Proceeds of 2011 Bonds	0	0	0	0	0	18,407,780	0	0	0	0	0	0	0	0	0	0	0	0	0	0	18,407,780
Gross Debt Service 2011 Bonds	0	0	0	0	0	(290,609)	(1,094,203)	(1,093,753)	(1,090,697)	(1,092,141)	(2,201,784)	(2,203,097)	(2,204,916)	(2,200,416)	(2,199,628)	(2,201,503)	(2,198,878)	(2,201,691)	(2,203,041)	(2,202,070)	(26,678,426)
Debt Service Reserve Fund Deposit	0	0	4,607,500	0	0	1,890,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,497,500
Accounting Adjustments	479,304	1,343,209	342,548	1,206,444	1,467,754	(152,395)	(1,762,575)	(3,188,972)	264,683	0	0	0	0	0	0	0	0	0	0	0	0
Ending Balance - Total Cash	6,872,294	9,883,136	63,089,708	53,035,565	42,614,618	54,284,704	44,183,157	37,899,731	16,738,441	11,293,457	10,600,902	10,026,327	9,458,324	11,878,315	14,598,658	17,631,447	20,986,762	24,670,683	28,692,874	30,209,607	
Restricted Cash (DSRF)	0	0	(4,607,500)	(4,607,500)	(4,607,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	(6,497,500)	0
Unrestricted Cash (Min. \$1.5 million)	6,872,294	9,883,136	58,482,208	48,428,065	38,007,118	47,787,204	37,685,657	31,402,231	10,240,941	4,795,957	4,103,402	3,528,827	2,960,824	5,380,815	8,101,158	11,133,947	14,489,262	18,173,183	22,195,374	30,209,607	

MODEL #2: LOCAL STREETS PROJECTS (LSP) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	3,717,834	7,371,758	11,122,085	14,298,332	17,456,788	20,388,810	21,637,448	24,590,344	15,569,123	8,298,260	7,812,333	10,114,131	7,458,557	12,759,568	17,885,568	23,062,258	28,417,449	33,956,613	39,685,385	
Sales Tax Revenue	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,136,410	4,260,502	4,388,317	4,519,967	4,655,566	4,795,233	4,939,090	5,087,262	5,239,880	5,397,077	5,558,989	4,294,319	86,068,776
Interest on Pooled Cash	69,702	257,755	387,737	289,336	140,354	119,731	191,127	180,263	122,952	77,846	41,491	39,062	50,571	37,293	63,798	89,428	115,311	142,087	169,783	198,427	2,784,054
Adjustments	(96,775)	(60,619)	149,652	(127,939)	16,560	(44,760)	32,960	101,591	29,330	0	0	0	0	0	0	0	0	0	0	0	0
InterProgram Loan (w/Bike Ped)	0	0	0	0	0	0	0	0	0	(1,655,339)	817,664	843,994	6,220	0	0	0	0	0	0	0	12,537
InterProgram Loan (w/SMART)	0	0	0	0	0	0	0	0	(2,456,210)	704,229	366,302	398,776	432,070	468,486	123,112	0	0	0	0	0	36,764
Expenditures	(56,536)	(514,944)	(559,874)	(369,759)	(52,116)	(450,000)	(2,464,378)	(1,494,889)	(10,853,703)	(10,658,100)	(6,099,700)	(3,500,000)	(7,800,000)	0	0	0	0	0	0	0	(44,874,000)
Ending Balance	3,717,834	7,371,758	11,122,085	14,298,332	17,456,788	20,388,810	21,637,448	24,590,344	15,569,123	8,298,260	7,812,333	10,114,131	7,458,557	12,759,568	17,885,568	23,062,258	28,417,449	33,956,613	39,685,385	44,178,131	



Intentionally Left Blank

MODEL #3: LOCAL STREETS REHABILITATION (LSR) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	428,042	639,190	504,668	428,042	397,607	439,375	468,158	640,084	0	0	0	0	823,000	0	0	0	0	0	0	0
Sales Tax Revenue	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,136,410	4,260,502	4,388,317	4,519,967	4,655,566	4,795,233	4,939,090	5,087,262	5,239,880	5,397,077	5,558,989	4,294,319	86,068,775
Interest on Pooled Cash	33,310	59,330	59,899	28,374	9,074	6,274	5,210	5,830	3,200	0	0	0	0	4,115	0	0	0	0	0	0	214,616
Expenditures	(3,309,936)	(3,759,295)	(3,964,352)	(3,544,640)	(3,072,585)	(3,233,503)	(3,965,520)	(3,975,865)	(4,317,381)	(4,260,502)	(4,388,317)	(4,519,967)	(4,655,566)	(5,622,348)	(4,939,090)	(5,087,262)	(5,239,880)	(5,397,077)	(5,558,989)	(4,294,319)	(87,106,392)
SLPP Funds from 101 Program	0	0	0	0	0	0	0	0	0	0	0	0	0	823,000	0	0	0	0	0	0	823,000
Adjustments	(96,775)	(60,619)	(2,881)	55,030	(20,582)	(38,053)	500,164	126,029	(462,313)	0	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	428,042	639,190	504,668	428,042	397,607	439,375	468,158	640,084	0	0	0	0	823,000	0	0	0	0	0	0	0	0

MODEL #4: LOCAL BUS TRANSIT (LBT) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	190,092	213,726	208,650	166,685	172,240	217,926	193,848	255,720	0	0	0	0	0	0	0	0	0	0	0	0
Sales Tax Revenue	1,808,945	1,985,866	1,886,406	1,692,305	1,526,829	1,653,525	1,744,465	2,007,966	2,068,205	2,130,251	2,194,159	2,259,983	2,327,783	2,397,616	2,469,545	2,543,631	2,619,940	2,698,538	2,779,494	2,147,159	42,942,611
Interest on Pooled Cash	12,152	14,023	10,930	5,648	1,787	1,264	2,079	2,897	1,279	0	0	0	0	0	0	0	0	0	0	0	52,060
Expenditures	(1,770,646)	(2,060,449)	(1,897,123)	(1,711,268)	(1,537,267)	(1,592,922)	(1,759,814)	(1,990,944)	(2,106,138)	(2,130,252)	(2,194,159)	(2,259,983)	(2,327,783)	(2,397,616)	(2,469,545)	(2,543,631)	(2,619,940)	(2,698,538)	(2,779,494)	(2,147,159)	(42,994,672)
InterProgram Loan/(Payment)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Adjustments	139,640	84,194	(5,289)	(28,650)	14,206	(16,182)	(10,808)	41,953	(219,065)	0	0	0	0	0	0	0	0	0	0	0	0
Ending Balance	190,092	213,726	208,650	166,685	172,240	217,926	193,848	255,720	0	0	0	0	0	0	0	0	0	0	0	0	0

MODEL #5: PASSENGER RAIL (SMART) PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	760,860	1,265,722	2,204,246	3,116,599	3,915,201	11,272,514	7,283,828	3,755,306	630,000	630,000	630,000	630,000	630,000	630,000	1,011,601	1,554,641	2,139,424	2,765,494	3,434,722	
Sales Tax Revenue	950,361	992,933	943,203	846,152	763,414	826,763	872,232	1,003,983	1,034,102	1,065,126	1,097,079	1,129,992	1,163,891	1,198,808	1,234,772	1,271,816	1,309,970	1,349,269	1,389,747	1,073,578	21,517,192
Interest on Pooled Cash	17,426	38,538	72,012	60,053	31,047	43,856	98,821	41,752	18,777	3,150	3,150	3,150	3,150	3,150	3,150	5,058	7,773	10,697	13,827	17,174	495,710
Adjustments	395,624	(434,972)	(720)	6,149	4,140	(78,189)	(218)	1,382,589	(1,274,402)	0	0	0	0	0	0	0	0	0	0	0	0
InterProgram Loan/(Payment)	0	0	0	0	0	0	0	0	2,456,210	(704,229)	(366,302)	(398,776)	(432,070)	(468,486)	(123,112)	0	0	0	0	0	(36,764)
Expenditures	(602,550)	(91,637)	(75,972)	0	0	0	(4,594,787)	(5,592,261)	(4,996,427)	0	0	0	0	0	0	0	0	0	0	0	(15,953,633)
Net Proceeds of 2011 Bonds	0	0	0	0	0	6,031,753	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6,031,753
Gross Debt Service of 2011 Bonds	0	0	0	0	0	(96,870)	(364,734)	(364,584)	(363,566)	(364,047)	(733,928)	(734,366)	(734,972)	(733,472)	(733,209)	(733,834)	(732,959)	(733,897)	(734,347)	(734,023)	(8,892,809)
Debt Service Reserve Fund Deposit	0	0	0	0	0	630,000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	630,000
Ending Balance - Total Cash	760,860	1,265,722	2,204,246	3,116,599	3,915,201	11,272,514	7,283,828	3,755,306	630,000	630,000	630,000	630,000	630,000	630,000	1,011,601	1,554,641	2,139,424	2,765,494	3,434,722	3,791,450	
Restricted Cash (DSRF)	0	0	0	0	0	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	(630,000)	0
Unrestricted Cash	760,860	1,265,722	2,204,246	3,116,599	3,915,201	10,642,514	6,653,828	3,125,306	0	0	0	0	0	0	381,601	924,641	1,509,424	2,135,494	2,804,722	3,791,450	
Interprogram Loan (w/LSP)																					
Beginning Balance	0	0	0	0	0	0	0	0	0	2,456,210	1,764,262	1,406,782	1,015,040	588,045	122,500	0	0	0	0	0	0
Interest Expense	0	0	0	0	0	0	0	0	0	12,281	8,821	7,034	5,075	2,940	612	0	0	0	0	0	36,764
Loan/(Payment)	0	0	0	0	0	0	0	0	0	2,456,210	(704,229)	(366,302)	(398,776)	(432,070)	(468,486)	(123,112)	0	0	0	0	0
Ending Balance	0	0	0	0	0	0	0	0	0	2,456,210	1,764,262	1,406,782	1,015,040	588,045	122,500	0	0	0	0	0	0



Intentionally Left Blank

MODEL #6: BIKE AND PEDESTRIAN PROJECTS PROGRAM

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	743,585	816,190	1,346,342	1,440,042	1,485,238	1,608,374	840,856	1,184,987	481,155	0	0	0	1,852,893	2,821,204	3,823,128	4,859,696	5,931,971	7,041,046	8,188,049	
Sales Tax Revenue	760,288	794,346	754,562	676,922	610,732	661,410	697,786	803,186	827,282	852,100	877,663	903,993	931,113	959,047	987,818	1,017,452	1,047,976	1,079,415	1,111,798	858,864	17,213,754
Interest on Pooled Cash	13,940	41,953	46,868	32,366	13,140	9,272	10,245	7,931	5,925	2,406	0	0	0	9,264	14,106	19,116	24,298	29,660	35,205	40,940	356,636
Adjustments	(19,355)	34,844	(33,106)	138,272	91,445	43,800	(177,606)	89,324	(167,618)	0	0	0	0	0	0	0	0	0	0	0	0
SLPP Funds from 101 Program	0	0	0	0	0	0	0	0	0	0	0	0	988,000	0	0	0	0	0	0	0	988,000
InterProgram Loan/(Payment)	0	0	0	0	0	0	0	0	0	1,655,339	(817,664)	(843,994)	(6,220)	0	0	0	0	0	0	0	(12,537)
Expenditures	(11,288)	(798,539)	(238,173)	(753,860)	(670,120)	(591,346)	(1,297,942)	(556,310)	(1,369,422)	(2,991,000)	(60,000)	(60,000)	(60,000)	0	0	0	0	0	0	0	(9,458,000)
Ending Balance	743,585	816,190	1,346,342	1,440,042	1,485,238	1,608,374	840,856	1,184,987	481,155	0	0	0	1,852,893	2,821,204	3,823,128	4,859,696	5,931,971	7,041,046	8,188,049	9,087,853	
Interprogram Loan (w/LSP)																					
Beginning Balance	0	0	0	0	0	0	0	0	0	0	1,655,339	845,953	6,189	0	0	0	0	0	0	0	
Interest Expense	0	0	0	0	0	0	0	0	0	0	8,277	4,230	31	0	0	0	0	0	0	0	12,537
Loan/(Payment)	0	0	0	0	0	0	0	0	0	1,655,339	(817,664)	(843,994)	(6,220)	0	0	0	0	0	0	0	
Ending Balance	0	0	0	0	0	0	0	0	0	1,655,339	845,953	6,189	0	0	0	0	0	0	0	0	

MODEL #7: ADMINISTRATION

	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Beginning Cash Balance	0	31,055	70,809	70,809	74,891	84,584	85,657	104,990	181,576	0	0	0	0	0	0	0	0	0	0	0	
Sales Tax Revenue	190,072	198,587	188,641	169,230	152,683	165,353	174,446	200,797	206,820	213,025	219,416	225,998	232,778	239,762	246,954	254,363	261,994	269,854	277,949	214,716	4,303,439
Interest on Pooled Cash	730	3,031	3,858	1,260	625	423	428	525	908	0	0	0	0	0	0	0	0	0	0	0	11,788
Expenses and Adjustments	(159,747)	(161,863)	(192,499)	(166,409)	(143,614)	(164,703)	(155,541)	(124,735)	(389,305)	(213,025)	(219,416)	(225,998)	(232,778)	(239,762)	(246,954)	(254,363)	(261,994)	(269,854)	(277,949)	(214,716)	(4,315,227)
Ending Balance	31,055	70,809	70,809	74,891	84,584	85,657	104,990	181,576	0	0	0	0	0	0	0	0	0	0	0	0	



Intentionally Left Blank

MODEL #8: ALL PROGRAM SUMMARY

Sales Tax Revenues and Allocations	PRIOR	FY 06-07	FY 07-08	FY 08-09	FY 09-10	FY 10-11	FY 11-12	FY 12-13	FY13-14	FY14-15	FY15-16	FY 16-17	FY 17-18	FY 18-19	FY 19-20	FY 20-21	FY 21-22	FY 22-23	FY 23-24	FY 24-25	TOTALS
Sales Tax Revenues	18,915,434	19,858,661	18,864,061	16,923,046	15,268,289	16,535,252	17,444,645	20,079,659	20,682,049	21,302,510	21,941,586	22,599,833	23,277,828	23,976,163	24,695,448	25,436,311	26,199,401	26,985,383	27,794,944	21,471,594	430,252,096
Growth and Inflation	N/A	N/A	-5.0%	-10.3%	-9.8%	8.3%	5.5%	15.1%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	3.0%	
Allocations:																					
Highway 101	7,602,884	7,943,464	7,545,624	6,769,218	6,107,316	6,614,101	6,977,858	8,031,864	8,272,820	8,521,004	8,776,634	9,039,933	9,311,131	9,590,465	9,878,179	10,174,525	10,479,760	10,794,153	11,117,978	8,588,639	172,137,550
Local Roads-Capital (LSP)	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,136,410	4,260,502	4,388,317	4,519,967	4,655,566	4,795,233	4,939,090	5,087,262	5,239,880	5,397,077	5,558,989	4,294,319	86,068,776
Local Roads-Maintenance (LSR)	3,801,443	3,971,732	3,772,812	3,384,609	3,053,658	3,307,050	3,488,929	4,015,932	4,136,410	4,260,502	4,388,317	4,519,967	4,655,566	4,795,233	4,939,090	5,087,262	5,239,880	5,397,077	5,558,989	4,294,319	86,068,775
Transit O&M	1,808,945	1,985,866	1,886,406	1,692,305	1,526,829	1,653,525	1,744,465	2,007,966	2,068,205	2,130,251	2,194,159	2,259,983	2,327,783	2,397,616	2,469,545	2,543,631	2,619,940	2,698,538	2,779,494	2,147,159	42,942,611
Rail	950,361	992,933	943,203	846,152	763,414	826,763	872,232	1,003,983	1,034,102	1,065,126	1,097,079	1,129,992	1,163,891	1,198,808	1,234,772	1,271,816	1,309,970	1,349,269	1,389,747	1,073,578	21,517,192
Bike & Ped	760,288	794,346	754,562	676,922	610,732	661,410	697,786	803,186	827,282	852,100	877,663	903,993	931,113	959,047	987,818	1,017,452	1,047,976	1,079,415	1,111,798	858,864	17,213,754
Administration	190,072	198,587	188,641	169,230	152,683	165,353	174,446	200,797	206,820	213,025	219,416	225,998	232,778	239,762	246,954	254,363	261,994	269,854	277,949	214,716	4,303,439
Total	18,915,434	19,858,661	18,864,061	16,923,046	15,268,289	16,535,252	17,444,645	20,079,659	20,682,049	21,302,510	21,941,586	22,599,833	23,277,828	23,976,163	24,695,448	25,436,311	26,199,401	26,985,383	27,794,944	21,471,594	430,252,096
Total Program Cash Flows																					
Beginning Balance	0	12,743,763	20,260,532	78,546,507	72,560,156	66,126,276	88,297,360	74,712,285	68,507,749	33,418,720	20,221,718	19,043,235	20,770,458	20,222,774	28,089,088	37,318,955	47,108,042	57,475,606	68,433,836	80,001,029	
Total Sales Tax Revenue	18,915,434	19,858,661	18,864,061	16,923,046	15,268,289	16,535,252	17,444,645	20,079,659	20,682,049	21,302,510	21,941,586	22,599,833	23,277,828	23,976,163	24,695,448	25,436,311	26,199,401	26,985,383	27,794,944	21,471,594	430,252,096
Program Capital Expenditures/Expenses:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Highway 101	(1,346,000)	(6,692,000)	(5,227,000)	(17,144,000)	(16,561,000)	(13,185,000)	(14,946,000)	(10,969,000)	(33,252,000)	(15,485,000)	(3,847,000)	(2,450,000)	(900,000)	0	0	0	0	0	0	0	(142,004,000)
Local Streets Projects (LSP)	(153,311)	(575,563)	(410,222)	(497,698)	(35,556)	(494,760)	(2,431,418)	(1,393,298)	(10,824,373)	(10,658,100)	(6,099,700)	(3,500,000)	(7,800,000)	0	0	0	0	0	0	0	(44,874,000)
Local Streets Rehabilitation (LSR)	(3,406,711)	(3,819,914)	(3,967,233)	(3,489,610)	(3,093,168)	(3,271,556)	(3,465,356)	(3,849,836)	(4,779,694)	(4,260,502)	(4,388,317)	(4,519,967)	(4,655,566)	(5,622,348)	(4,939,090)	(5,087,262)	(5,239,880)	(5,397,077)	(5,558,989)	(4,294,319)	(87,106,392)
Local Bus Transit (LBT)	(1,631,006)	(1,976,255)	(1,902,413)	(1,739,918)	(1,523,061)	(1,609,103)	(1,770,622)	(1,948,991)	(2,325,203)	(2,130,252)	(2,194,159)	(2,259,983)	(2,327,783)	(2,397,616)	(2,469,545)	(2,543,631)	(2,619,940)	(2,698,538)	(2,779,494)	(2,147,159)	(42,994,672)
Passenger Rail (SMART)	(206,926)	(526,609)	(76,692)	6,149	4,140	(78,189)	(4,595,005)	(4,209,672)	(6,270,829)	0	0	0	0	0	0	0	0	0	0	0	(15,953,633)
Bike & Pedestrian Projects	(30,643)	(763,695)	(271,279)	(615,588)	(578,675)	(547,546)	(1,475,549)	(466,986)	(1,537,039)	(2,991,000)	(60,000)	(60,000)	(60,000)	0	0	0	0	0	0	0	(9,458,000)
Administration	(159,747)	(161,863)	(192,499)	(166,409)	(143,614)	(164,703)	(155,541)	(124,735)	(389,305)	(213,025)	(219,416)	(225,998)	(232,778)	(239,762)	(246,954)	(254,363)	(261,994)	(269,854)	(277,949)	(214,716)	(4,315,227)
Other Cash-In / (Other Cash-Out)	762,673	2,174,007	51,469,252	737,677	(111,235)	24,683,690	(4,686,229)	(6,144,676)	(5,911,635)	(6,315,633)	(7,856,477)	(7,856,662)	(7,849,385)	(7,850,124)	(7,809,992)	(7,761,968)	(7,710,022)	(7,661,684)	(7,611,318)	(7,549,389)	(20,859,132)
Ending Balance	12,743,764	20,260,532	78,546,507	72,560,156	66,126,276	88,297,360	74,712,285	68,507,749	33,418,720	20,221,718	19,043,235	20,770,458	20,222,774	28,089,088	37,318,955	47,108,042	57,475,606	68,433,836	80,001,029	87,267,040	



Intentionally Left Blank

CHAPTER 6

PROJECT INFORMATION SHEETS

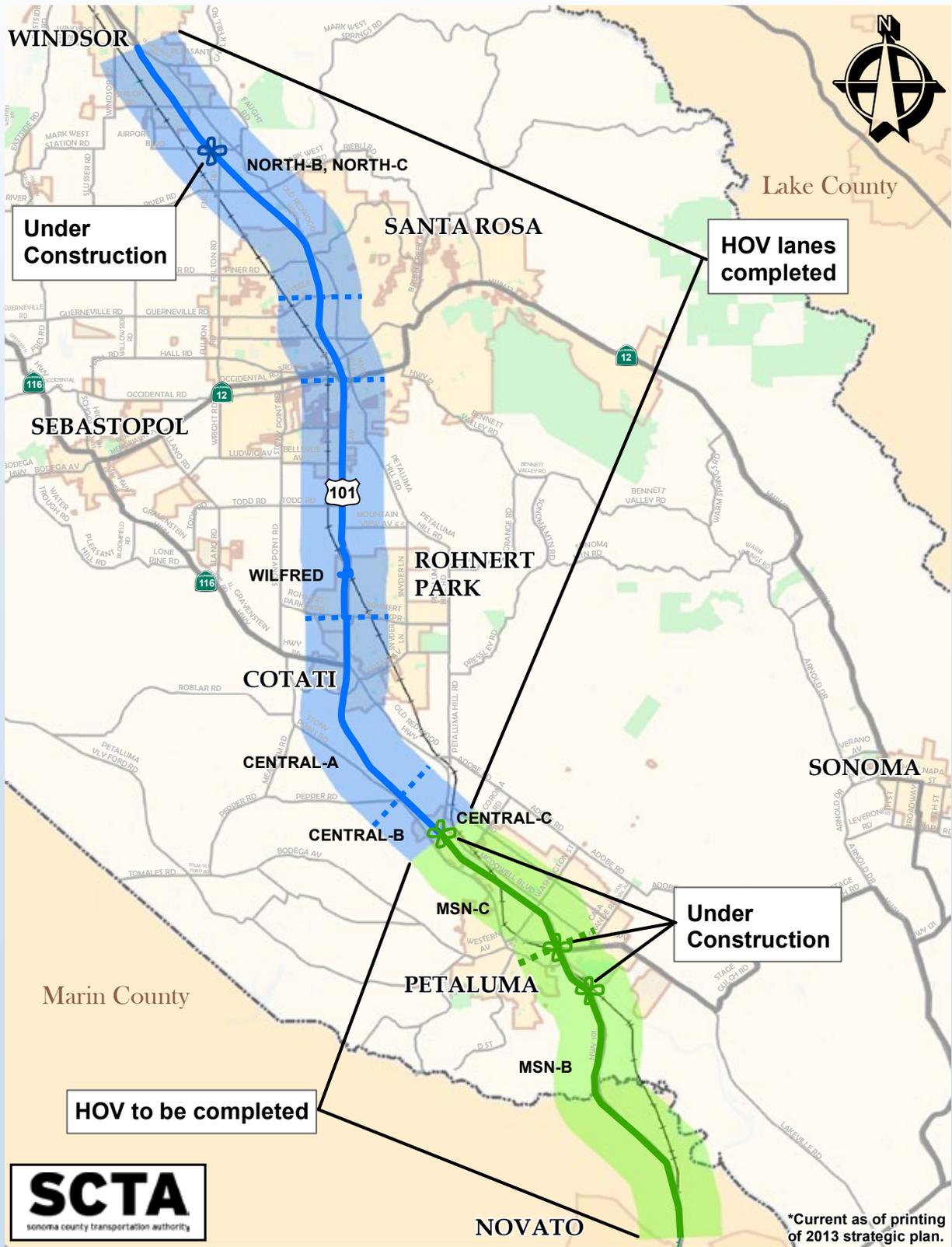


- 6.1 Project Information Sheets - 101 Projects
- 6.2 Project Information Sheets - Local Street Projects
- 6.3 Project Information Sheets - Bicycle and Pedestrian Paths
- 6.4 Project Information Sheets - SMART Rail





6.1 HIGHWAY 101 PROJECTS



*Current as of printing of 2013 strategic plan.





Intentionally Left Blank

HIGHWAY 101 PROJECT #1 - WILFRED

Rohnert Park Expressway in Rohnert Park to Santa Rosa Avenue in Santa Rosa

Project Scope

- Reduce recurrent congestion
- Upgrade highway facility to current standards

Project Delivery Strategy

The Initial Study/Environmental Assessment was completed in June 2004. SCTA estimates using \$13.4 Million in Measure M - 101 funds to leverage \$59.9 Million in other fund sources to complete the roadway portion of the project. A separate landscaping project is needed.

Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes (Rohnert Park Expressway to Santa Rosa Avenue)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Construct a new southbound collector-distributor road between Santa Rosa Avenue and Wilfred Avenue.
- Construct auxiliary lanes from Rohnert Park Expressway to Wilfred Avenue/ Golf Course Drive Interchange and northbound Wilfred Avenue/Golf Course Drive to Santa Rosa Avenue
- Upgrade existing freeway to current standards by widening shoulders, improve freeway ramps, and correcting the highway profile to improve sight distance
- Improve local circulation by constructing a new freeway underpass, connecting Wilfred Avenue and Golf Course Drive
- Rehabilitate existing highway
- Install intelligent Transportation System devices including closed circuit television cameras, changeable message signs, and traffic monitoring stations

Project Status / Schedule –

The project started construction in May 2009 and was completed in June 2013.

Phase L – Landscaping

- Provide landscaping throughout the State Highway's right-of-way.

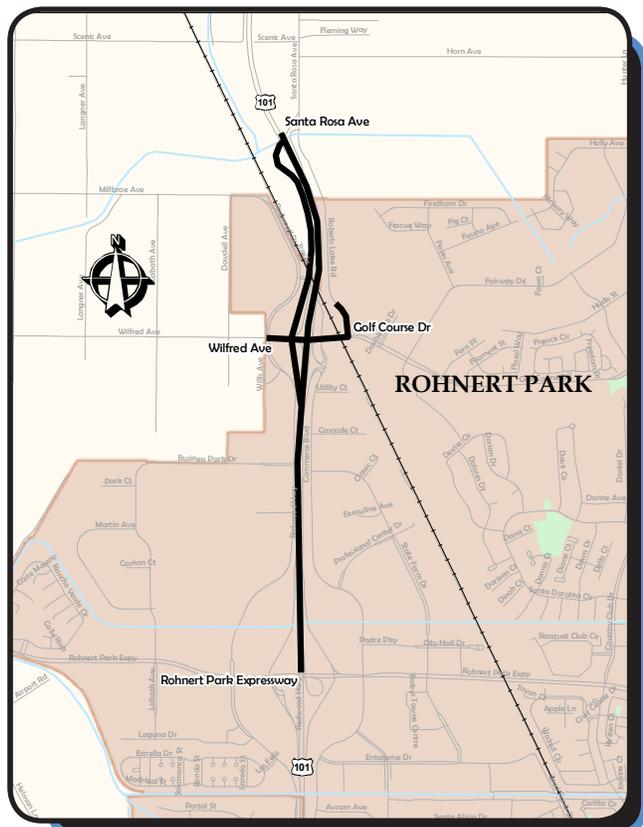
Wilfred Status / Schedule –

Landscaping is not currently programmed. SCTA is seeking funding opportunities for landscaping along the Highway 101 Corridor.

Funding (in thousands):

PHASE	TOTAL	MEASURE M	OTHER*	NEED
A	\$73,277	\$13,384	\$59,893	\$0
L	\$2,750	\$0	\$0	\$2,750
TOTALS	\$76,027	\$13,384	\$59,893	\$2,750

* Other funding includes State Bond (CMIA) and STIP (RTIP) funds.



HIGHWAY 101 PROJECT #2 - NORTH

Steele Lane in Santa Rosa to Windsor River Road in Windsor

Project Scope

- Reduce recurrent congestion
- Upgrade highway facility to current standards
- Construct soundwalls in Windsor

Project Delivery Strategy

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in October 2007. Due to funding constraints, SCTA has initiated a phased strategy to deliver the project. The first phase of the project, Phase A, completed construction in 2010 and added High Occupancy Vehicle (HOV or carpool) lanes in both directions from Steele Lane to Windsor River Road. Phase B provides for interchange improvements at the Airport Boulevard and Fulton Road interchange complex, as well as sound walls along Highway 101 in the Town of Windsor. SCTA combined Phase B with the Measure M – LSP program project to replace the Highway 101 overcrossing bridge at Airport Boulevard. Phase L will provide for landscaping within the State Highway's right-of-way where feasible. SCTA estimates using \$32.2 Million in Measure M - 101 funds and \$9 Million in Measure M - LSP funds to leverage \$149 Million in other fund sources.

In addition, the Steele Lane Interchange Project (Phase S) was included as an early phase of the North project. This project was completed in 2008.

Project Details

Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes (Steele Lane to Windsor River Road)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements
- Rehabilitate existing highway
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way
- Intelligent Transportation System devices including closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system.

North A Status / Schedule

The project started construction in October 2008 and was completed in December 2010.

Phase B - Airport Boulevard & Fulton Road Interchange Improvements & Windsor Soundwalls

- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane) and construct on and off ramps to serve all directions of travel – see Airport Boulevard Local Street Project (LSP)-Phase 4.
- Close Fulton Road ramps to/from Highway 101 to reduce weaving on Highway 101
- Construct sound walls at various locations on Highway 101, between Shiloh Road and Windsor River Road



North B Status / Schedule

The project started construction in October 2012 and is expected to be complete in 2014.

Phase L – Landscaping

- Provide landscaping throughout the State Highway's right-of-way.

Phase L Status / Schedule –

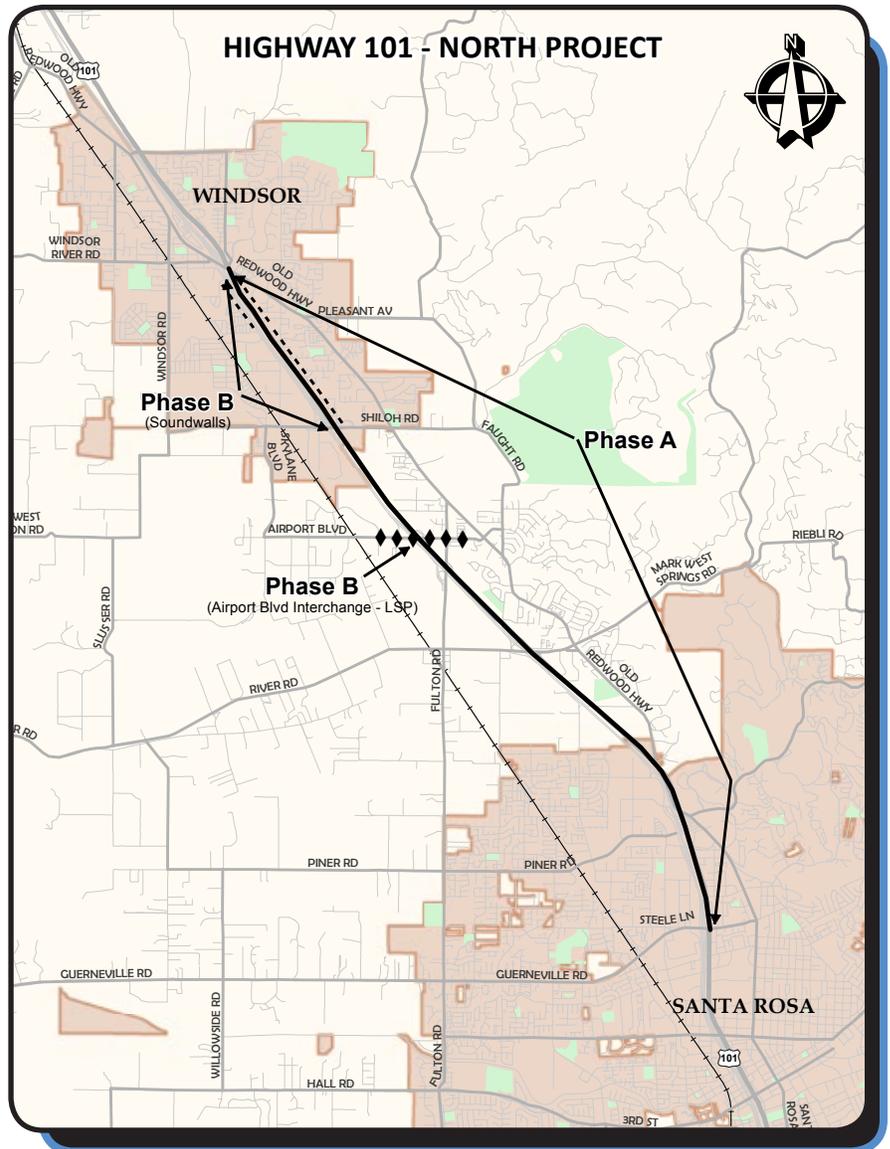
Landscaping is not currently programmed. SCTA is seeking funding opportunities for landscaping along the Highway 101 Corridor.

Phase S – Steele Lane Interchange

- Reconstruct the Steel Lane Interchange on Highway 101 in Santa Rosa.

Phase S Status / Schedule –

This project completed construction in 2008 as an early phase of the North project.



Funding (in thousands):

PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A	\$111,707	\$15,408	\$96,299	\$0
B	\$54,553	\$11,845	\$42,708	\$0
S	\$23,929	\$4,938	\$18,991	\$0
L	\$2,225	\$0	\$0	\$3,425
TOTALS	\$192,411	\$32,191	\$157,995	\$3,425

* Other funding includes Measure M-LSP Funds (\$9 Million) Federal, State Bond (CMIA & SLPP), STIP (SHOPP & RTIP) and County funds.



HIGHWAY 101 PROJECT #3 - CENTRAL

Old Redwood Highway in Petaluma to Rohnert Park Expressway in Rohnert Park

Project Scope:

- Reduce recurrent congestion
- Upgrade highway facility to current standards

Project Delivery Strategy:

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in August 2007. Due to funding constraints, SCTA initiated a phased strategy to deliver the project. The first phase of the project, Phase A was completed in December 2012 and provided for improvements north of Pepper Road to Rohnert Park Expressway. Phase B was completed in July of 2013 and provided for completion of the HOV improvements from Old Redwood Highway to just north of Pepper Road. Phase C provides for the ramp improvements at the Old Redwood Highway interchange in Petaluma. SCTA has combined Phase C with the Measure M – LSP program project to replace the Highway 101 overcrossing bridge at Old Redwood Highway. Phase L will provide for landscaping within the State Highway's right-of-way where feasible. SCTA estimates using \$31.2 Million in Measure M-101 funds and \$10 Million in Measure M - LSP funds to leverage \$104.6 Million in other fund sources.

Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes (north of Pepper to Rohnert Park Expressway)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements
- Rehabilitate existing roadway
- Construct auxiliary lanes from Gravenstein Highway (Route 116) to Rohnert Park Expressway
- Install Intelligent Transportation System devices including closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Construct sound walls in Cotati

Central A Status / Schedule

Construction started in December 2009 and was completed in December 2012.



Construction of Old Redwood Highway Over-crossing

Phase B - Highway 101 High Occupancy Vehicle (HOV) Lanes (Old Redwood Highway in Petaluma to north of Pepper Road)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders
- Rehabilitate existing highway
- Construct northern portion of sound wall from Willow Brook Creek to southbound off-ramp to Old Redwood Highway in Petaluma



Central B Status / Schedule

Construction started in June 2011 and was completed in July 2013.

**Phase C – Old Redwood Highway Interchange
Petaluma**

- Replace the Old Redwood Highway overcrossing bridge with a new 4 lane structure – see Old Redwood Highway LSP project.
- Reconstruct ramps to Old Redwood Highway, including ramp metering and HOV bypass lanes
- Complete sound wall at southbound off-ramp to Old Redwood Highway in Petaluma

Central C Status / Schedule

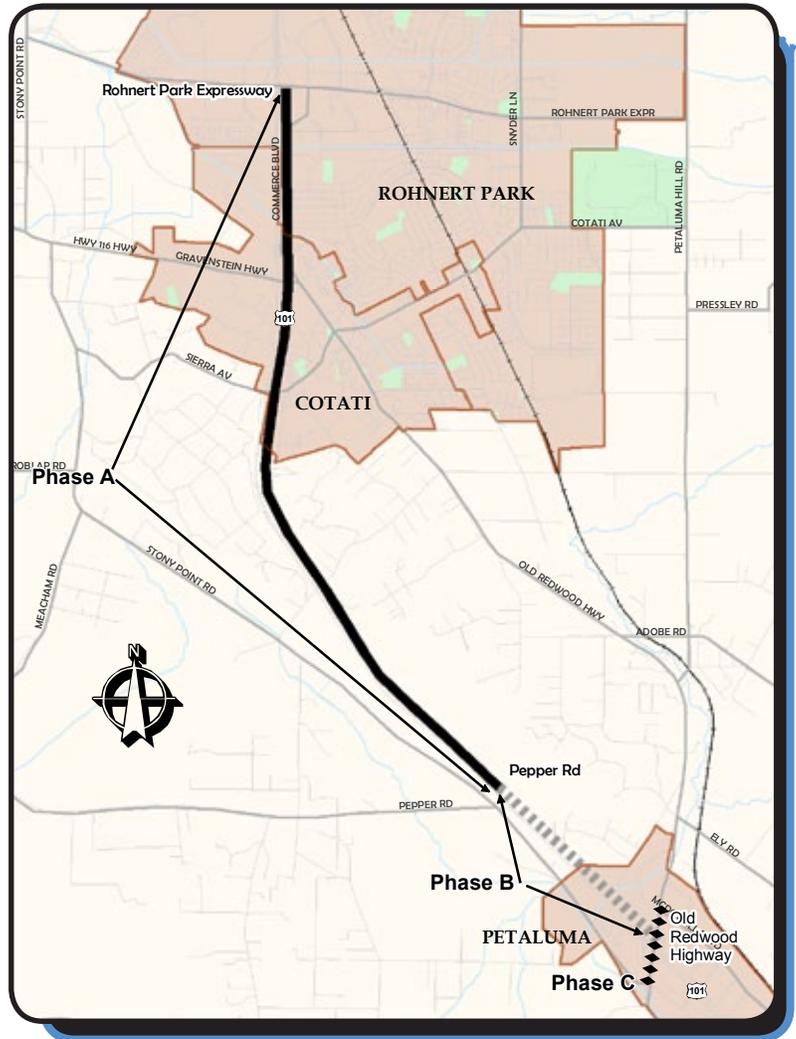
Construction started in February 2013 and is expected to be completed by July of 2015.

Phase L – Landscaping

- Provide landscaping throughout the State Highway's right-of-way.

Central L Status / Schedule –

Landscaping is not currently programmed. SCTA is seeking funding opportunities for landscaping along the Highway 101 Corridor.



Funding (in thousands):

PHASE	TOTAL	MEASURE M-101	OTHER*	NEED
A	\$86,231	\$19,070	\$67,161	\$0
B	\$18,294	\$1,982	\$16,312	\$0
C	\$41,309	\$10,170	\$31,139	\$0
L	\$4,625	\$0	\$0	\$4,625
TOTALS	\$150,459	\$31,222	\$114,612	\$4,625

* Other funding includes Measure M-LSP (\$10 Million), State Bond (CMIA & SLPP), STIP (RTIP), and City of Petaluma funds.



HIGHWAY 101 PROJECT #4 – MARIN-SONOMA NARROWS (MSN)

From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

Project Scope:

- Reduce recurrent congestion
- Upgrade rural highway facility to current freeway standards

Project Delivery Strategy:

The Environmental Assessment/Environmental Impact Report covers improvements over a 17 mile long corridor through both Marin and Sonoma Counties. Due to funding constraints, Caltrans, SCTA, and the Transportation Authority of Marin (TAM) have implemented a phased delivery strategy. To accelerate improvements at the East Washington Interchange in Petaluma (Phase C1), a separate Initial Study with Mitigated Negative Declaration was completed in March 2008. The Environmental Assessment/Environmental Impact Report (EA/EIR) for the remainder of the phases was completed in July 2009.



New abutment construction at Petaluma River Bridge

In 2008, SCTA, Caltrans and the Transportation Authority of Marin (TAM) began a strategy of phasing the MSN project into a series of fundable contracts, in order to leverage available fund sources. Phase 1 initially consisted of Contracts A1, B1, B2, B3, and L1. The Phase 1 strategy was to upgrade the “Narrows” section (Segment B) of the project to freeway standards, by constructing frontage roads, constructing a Class I and II bike/pedestrian path, relocating utilities, and eliminating uncontrolled access to the facility. The frontage roads will be served by two new interchanges at Redwood Landfill (Contract B1) in Marin County and Petaluma Boulevard South (Contract B2) in Sonoma County. Contract B3 will correct the horizontal alignment of Highway 101 at the County Line, and will complete the frontage roads and the bicycle path. Phase 1 also provided congestion relief in Marin county by constructing HOV lanes in Novato (Segment A).

Phase 1

By continuing the strategy of getting projects construction ready, additional contracts and scope have leveraged additional funds and new work has been added to the Phase 1 projects. The replacement of the Petaluma River Bridge was added to Contract B2 and Contract C3 replaces the Highway 101 Lakeville Highway Bridges. Contracts A2 and A3 in Marin County were also added to further extend HOV lanes. Finally, the County Bridge on San Antonio Road was funded by the Federal Highway Bridge Rehabilitation and Replacement (HBRR) program and added to Phase 1. SCTA and TAM are splitting the L1 Landscaping Contract. SCTA has requested \$102K in Sonoma RTIP funds needed for the L1 contract in Sonoma, which would plant trees where feasible along the limits of the B2 Contract. TAM is requesting that \$4 Million in Marin RTIP savings from their Highway 101 Gap Closure Project be used to fully fund their L1 sound wall and landscape project. In



all, \$27.4 Million in Measure M funds are being used to leverage \$404 Million in other fund sources for Phase 1 MSN projects.

Phase 2

SCTA estimates that an additional \$241 Million is needed to complete the MSN Corridor Project. In Sonoma, Phase 2 projects include Contracts C2 (HOV widening through Petaluma) and the Sonoma Median Widening project (HOV widening from the County line to Petaluma Boulevard South). The 2014 Strategic Plan uses Measure M funds to fully fund the design and right of way phases of the C2 Contract. Federal Funds are being used to design the Sonoma Median Widening project. With these two projects being positioned for construction, SCTA is in a good position to leverage the estimated \$115 Million needed to complete the HOV lanes in Sonoma County

South of the county line, SCTA estimates that another \$117 Million is needed to complete the HOV lane network (A4 and Marin Median Widening Contracts). Although Measure M funds are not eligible for projects in Marin, SCTA understands the importance of these projects to Sonoma County and continues to advocate for funding the remaining contracts needed to create a continuous HOV lane network from Sausalito to Windsor. An estimated \$8 Million is needed to completely landscape the corridor.

A1 Contract – Highway 101 High Occupancy Vehicle (HOV) Lanes (northbound - Route 37 to Atherton Avenue & Southbound Route 37 to Rowland Boulevard in Novato) (Phase 1)

- Reduce recurrent congestion on Highway 101 by constructing a 4-mile northbound and 1-mile southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements
- Install Intelligent Transportation System devices including closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Construct sound walls in Novato

Contract A1 Schedule / Status – This project started construction in July 2011 and was completed in December 2012.

A2 Contract – Highway 101 High Occupancy Vehicle (HOV) Lane (southbound - Rowland Boulevard to Franklin Avenue Overhead in Novato) (Phase 1)

- Reduce recurrent congestion on Highway 101 by constructing a 0.4-mile southbound HOV lane
- Widen the Novato Creek Bridge

Contract A2 Schedule / Status – This project started construction in November 2012 and is expected to be completed by November 2013.

A3 Contract– Highway 101 High Occupancy Vehicle (HOV) Lane (northbound - Atherton Avenue to 1.6 Miles North of the Novato Overhead) (Phase 1)

- Reduce recurrent congestion on Highway 101 by constructing a 1.6-mile northbound HOV lane
- Widen the Novato Overhead Bridge

Contract A3 Schedule / Status – This project started construction in September 2012 and is expected to be completed by June 2014.



New column construction, with bent cap falsework at Petaluma River Bridge



A4 Contract – Highway 101 High Occupancy Vehicle (HOV) Lane (southbound - Atherton Avenue to Franklin Avenue Overhead) (Phase 2)

- Extend the Southbound HOV lanes to Segment B

Contract A4 Schedule / Status – This project has no funding at this time. Caltrans and TAM are seeking funding opportunities.

B1 Contract – Convert Redwood Landfill Interchange to full, standard interchange with Frontage Roads and Class I and II bikepath (Phase 1)

- Widen the existing Redwood Landfill overcrossing bridge
- Construct standard northbound and southbound on and off ramps
- Construct frontage roads with Class II bike lanes
- Construct a Class I multi-use path in Olompali State Park
- Utility relocations (NMWD, PGE, ATT, Verizon)

Contract B1 Schedule / Status – This project started construction in October 2012 and is expected to be completed by December 2014.

Contract B2 – New Petaluma River Bridge & New Petaluma Boulevard South Overcrossing/Interchange with Frontage Roads (Phase 1)

- Replace the existing Petaluma River bridges with a single structure capable of accommodating HOV lanes
- Correct the vertical profile for sight distance between the new Petaluma Boulevard South Interchange and Route 116(E)
- Widen for future HOV between Petaluma Boulevard South and the south approach to the 116(E) Separation structures
- Construct a new overcrossing bridge at Petaluma Boulevard South
- Construct new NB and SB on and off ramps
- Construct frontage roads with Class II bike lanes
- Utility relocations (NMWD, SCWA, PGE, ATT, City Water)



Epoxy coated column reinforcement steel at Petaluma River Bridge

Contract B2 Schedule / Status – This project started construction in November 2012 and is expected to be completed by October 2016.

B3 Contract – San Antonio Creek Re-alignment (Phase 1)

- Construct a new highway bridge over San Antonio Creek
- Re-align highway to provide standard curvature
- Convert a portion of existing highway to frontage road with bike lanes
- Construct a Class 1 bike lane connecting Class 2 bike lanes on east and west side frontage roads
 - Relocate utilities (NMWD, PG&E, ATT)



Contract B3 Schedule / Status – This project is fully funded and scheduled to start construction in the fall of 2014 and expected to be completed in 2017. An advance utility relocation project will begin in the spring of 2014.

County Bridge Contract – San Antonio Creek County Bridge (Phase 1)

- Construct a new bridge over San Antonio Creek for San Antonio Road
- Re-align San Antonio Road to connect to the new bridge
- Convert existing San Antonio Bridge to accommodate bicycles

Contract B3 Schedule / Status – This project is fully funded and scheduled to start construction in 2015 and be completed in 2016.

Sonoma Segment B Median Widening Contract (Phase 2)

- Construct HOV lanes from the County Line to the new Petaluma Boulevard South Interchange

Sonoma Median Widening Schedule / Status – Design is fully funded and started in August 2013. No right-of-way is needed, and the project could be ready for construction in 2015, pending funding. SCTA is seeking funding opportunities for construction.

Marin Segment B Median Widening Contract (Phase 2)

- Construct HOV lanes from Segment A to the County

Marin Segment B Median Widening Schedule / Status – This project has no funding at this time. Caltrans and TAM are seeking funding opportunities.

C1 Contract – East Washington Interchange (Phase 1)

- Reconfigure southbound on-ramp from East Washington Street with a new two lane on-ramp with ramp metering and an HOV bypass lane
- Construct a new northbound two lane on-ramp from westbound East Washington Street with ramp metering and an HOV bypass lane
- Widen the terminus of the northbound off ramp from two to four lanes

Contract C1 Schedule / Status – This project started construction in November 2011 and was substantially completed in December 2013.

C2 Contract – Petaluma Area HOV Lanes (Phase 1)

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards by widening shoulders and ramp improvements
- Replace the Petaluma OH Bridge (over SMART)
- Construct NB Auxiliary Lane between Lakeville Hwy and E.Washington
- Construct sound walls in Petaluma

Contract C2 Schedule / Status – SCTA is advancing the design of Phase C2 with Measure M fund. Design is 95% complete. The 2014 Strategic Plan fully funds right-of-way. SCTA plans to start acquiring right-of-way, while seeking funding for construction.

C3 Contract – Hwy 116(E) Separation Structures (Phase 1)

- Replace the northbound Route 116(E) Separation bridge to accommodate future HOV lane
- Widen the existing southbound Route 116(E) Separation bridge to accommodate future HOV lane



- Reconstruct the northbound off-ramp and southbound on-ramp to Route 116(E) to improve geometry and provide an HOV bypass lane and ramp metering equipment
- Construct a soundwall along the northbound on-ramp from Route 116(E)

Contract C3 Schedule / Status – This project started construction in November 2012 and is expected to be completed by June 2015.

L1 Contract - Sonoma - Landscaping (Phase 1)

- Provide tree replacement planting for Contract B2

Contract L1 Sonoma - Schedule / Status – SCTA is seeking additional funding. Assuming funding request is approved, design is expected to commence in 2014 with construction in 2015 or 2016, as portions of the B2 Contract is completed.

L1 Contract - Marin - Sound Wall & Landscaping (Phase 1)

- Provide tree replacement planting in Segment A
- Construct Sound Wall in Marin County at Orange Avenue.

Contract L1 Marin - Schedule / Status – TAM is seeking additional funding. Assuming funding request is approved, design is expected to commence in 2014 with construction in 2014 and 2015.

L2 Contract - Landscaping (Phase 2)

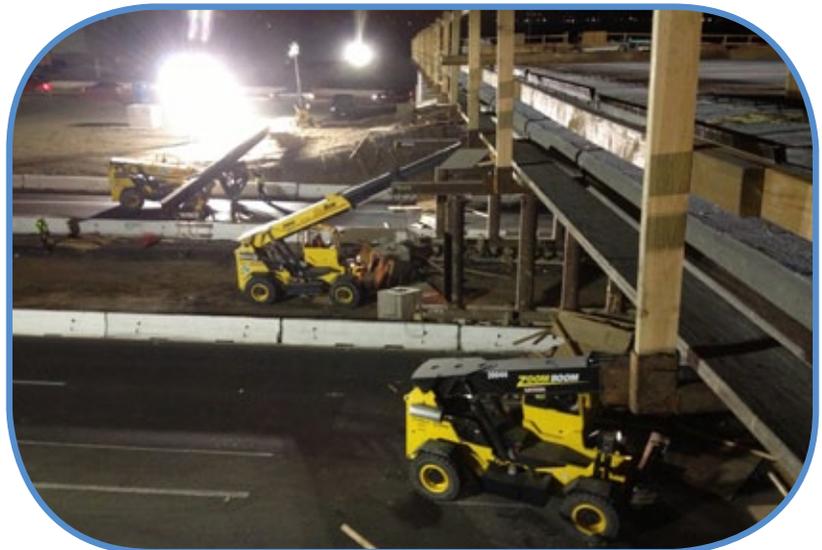
- Provide remaining tree replacement planting for the corridor
- Provide landscaping for the corridor

Contract L2 Schedule / Status – This project has no funding at this time. SCTA, Caltrans and TAM are seeking funding opportunities.

Funding (in thousands):

CONTRACT	TOTAL	MEASURE M-101	OTHER*	NEED
A1	\$49,259	\$0	\$49,259	\$0
A2	\$4,467	\$0	\$4,467	\$0
A3	\$18,202	\$0	\$18,202	\$0
B1	\$88,108	\$0	\$88,108	\$0
B2	\$132,102	\$23,017	\$109,085	\$0
B3	\$81,839	\$251	\$81,588	\$0
County Br	\$5,058	\$0	\$5,058	\$0
C1	\$18,828	\$3,011	\$15,817	\$0
C2	\$97,644	\$12,644	\$0	\$85,000
C3	\$31,292	\$1,163	\$30,129	\$0
A4	\$30,000	\$0	\$0	\$30,000
MW-SON	\$32,853	\$191	\$2,662	\$30,000
MW-MRN	\$87,200	\$0	\$0	\$87,200
L1-SON	\$995	\$0	\$893	\$102
L1/SW-MRN	\$5,450	\$0	\$1,450	\$4,000
L2-P2	\$8,001	\$0	\$0	\$8,001
TOTALS	\$691,298	\$40,277	\$406,718	\$244,303

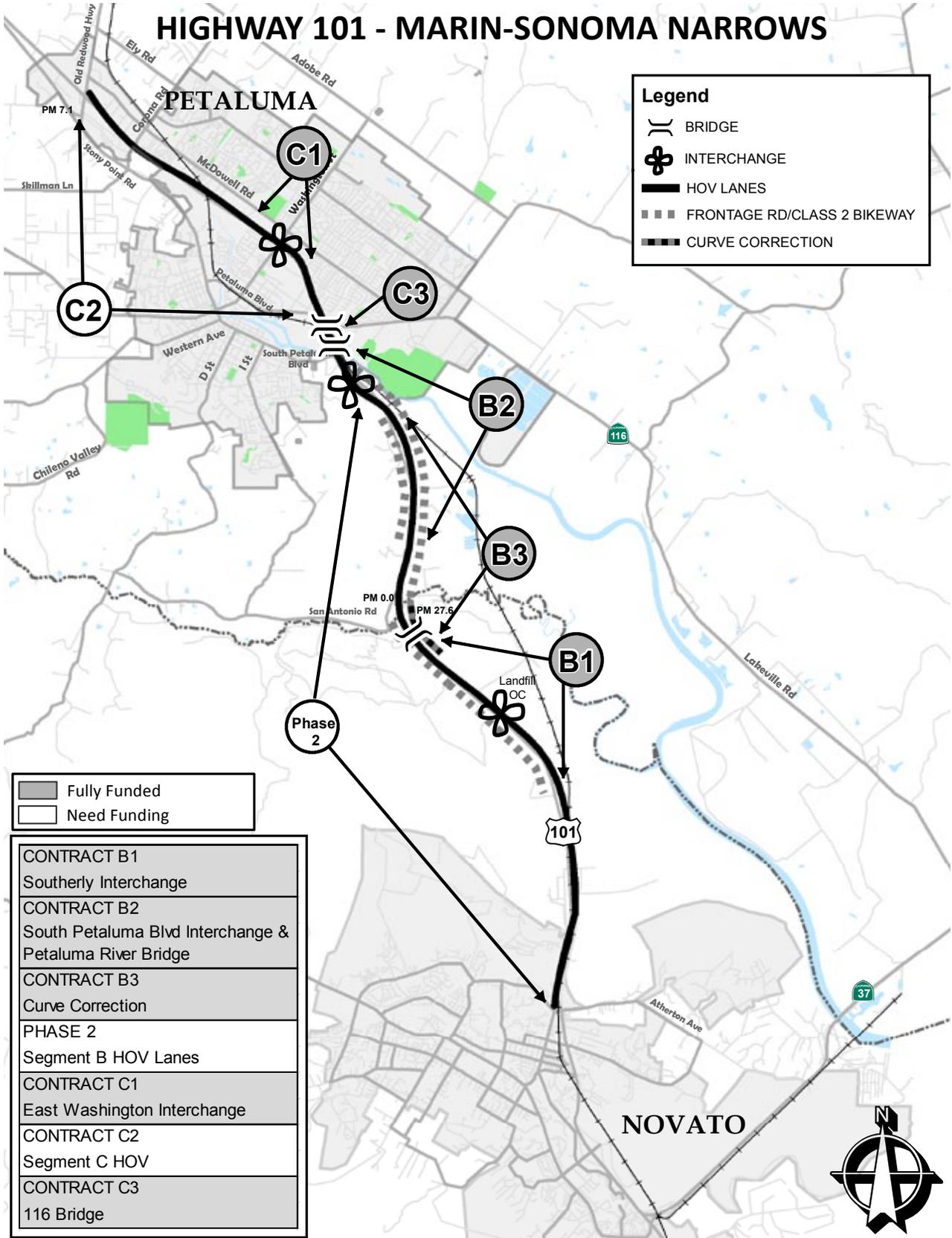
* Other funding includes Federal, State Bond (CMIA & SLPP), STIP (ITIP & RTIP), TCRP, and City of Petaluma funds.



Removal of Falsework at the newly constructed Kastania Road Overcrossing

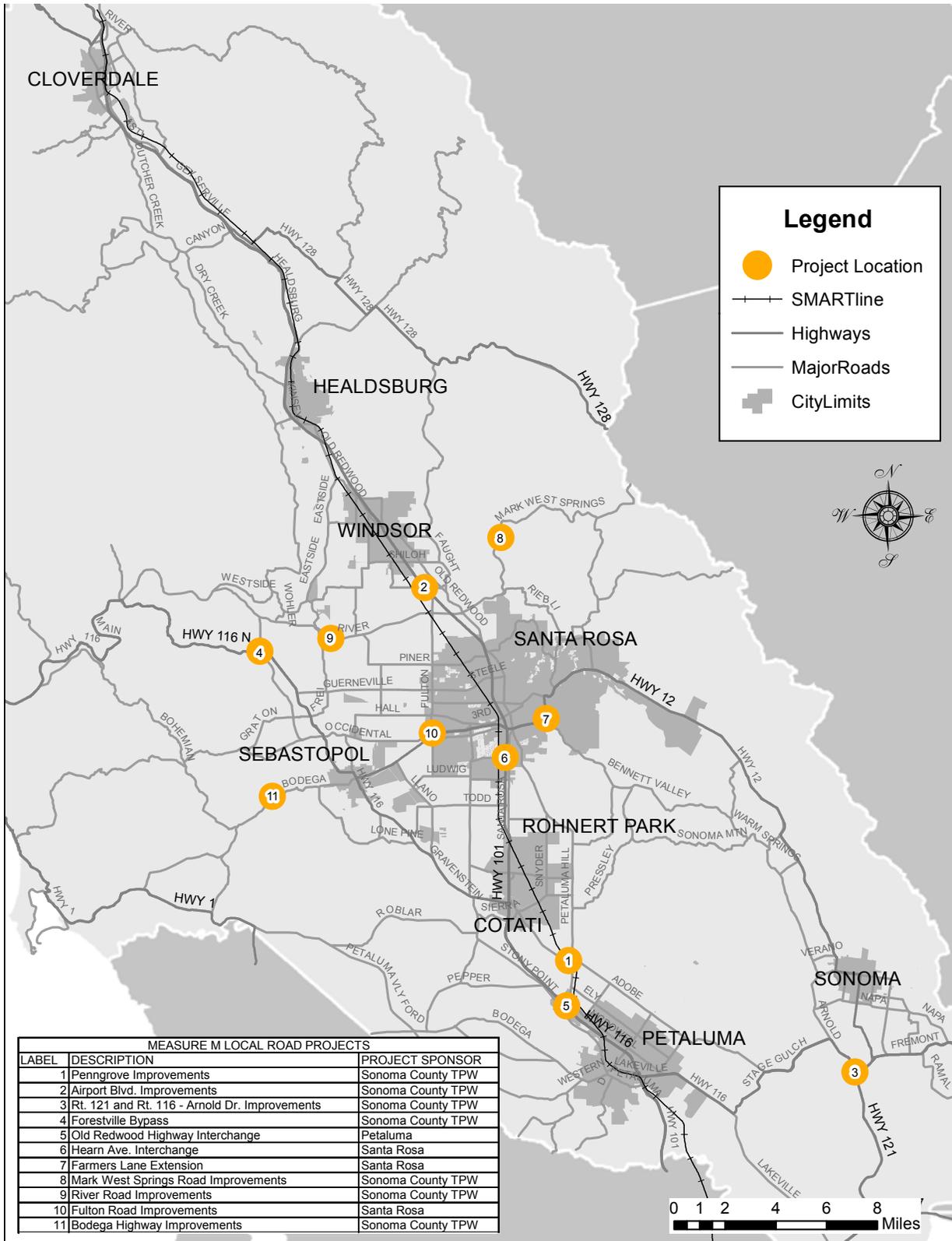


HIGHWAY 101 - MARIN-SONOMA NARROWS



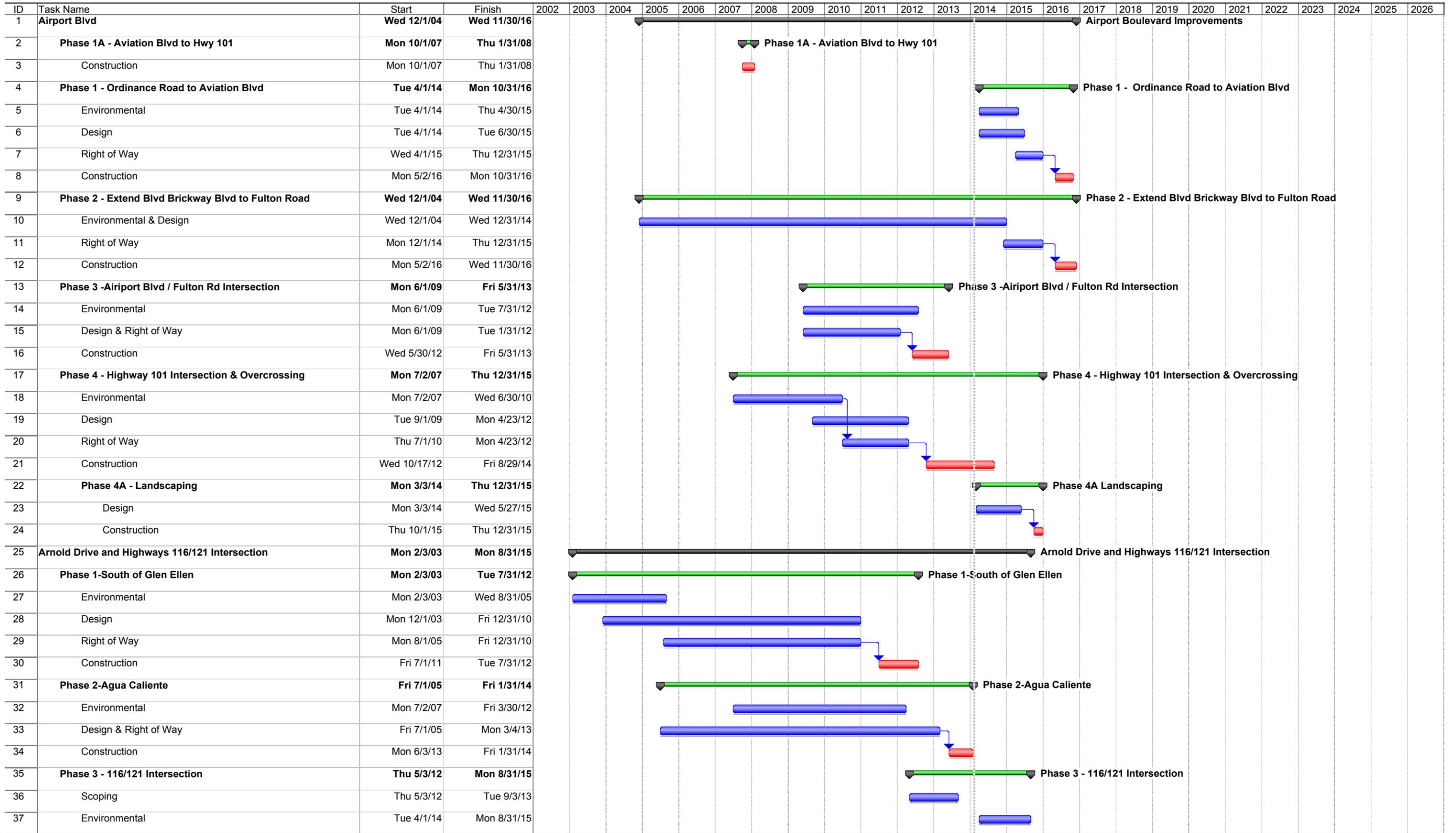


6.2 LOCAL STREETS PROJECTS





Sonoma County Transportation Authority
Measure M - Local Street Project Program
 2014 Strategic Plan Schedule
 as of February 7, 2014

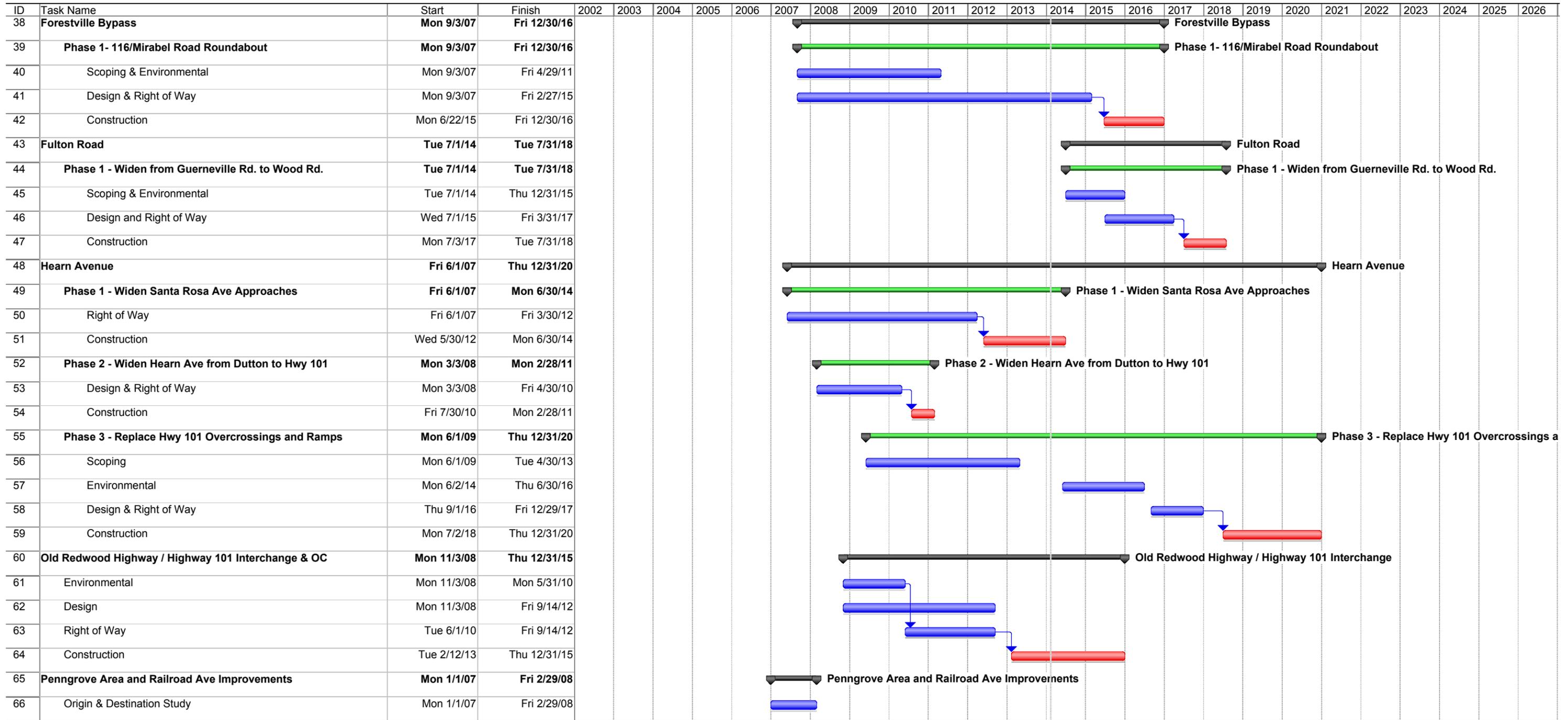


■ = Preconstruction Activities
 ■ = Construction Activities
 = Summary of Project
 = Summary of Project Phase



Intentionally Left Blank

Sonoma County Transportation Authority
Measure M - Local Street Project Program
 2014 Strategic Plan Schedule
 as of February 7, 2014



█ = Preconstruction Activities
 █ = Construction Activities
 ▬ = Summary of Project
 ▬ = Summary of Project Phase



Intentionally Left Blank

LOCAL STREETS PROJECTS PENNGROVE AREA & RAILROAD AVENUE IMPROVEMENTS

Expenditure Plan Description:

Reduce traffic congestion in and around the town of Penngrove. Provide access to Highway 101 at Railroad Avenue Interchange

Project Details:

The first phase of this project entailed updating traffic volumes and determining origin and destination of those vehicles traveling through community of Penngrove. The origin/destination (O/D) study report has been completed. Such information could be used to develop a cost sharing formula for surrounding "contributing" jurisdictions. The next step will be to conduct a traffic operational study. Operational improvements anticipated by the County Department of Transportation and Public Works (TPW) include signaling the intersection of Old Redwood Highway North and Goodwin/Ely Road; realigning and signaling the intersection of Old Redwood Highway North and Railroad Avenue; and, realigning and signaling of the intersection of Old Redwood Highway North and Adobe Road.

Project Status / Schedule

The Origin/Destination Study has been completed. Traffic operational studies have not yet begun.

Project Funding (in thousands)

TOTAL	MEASURE M-LSP	Other	NEED
\$38,000	\$200	\$0	\$37,800

Measure M Programming Capacity

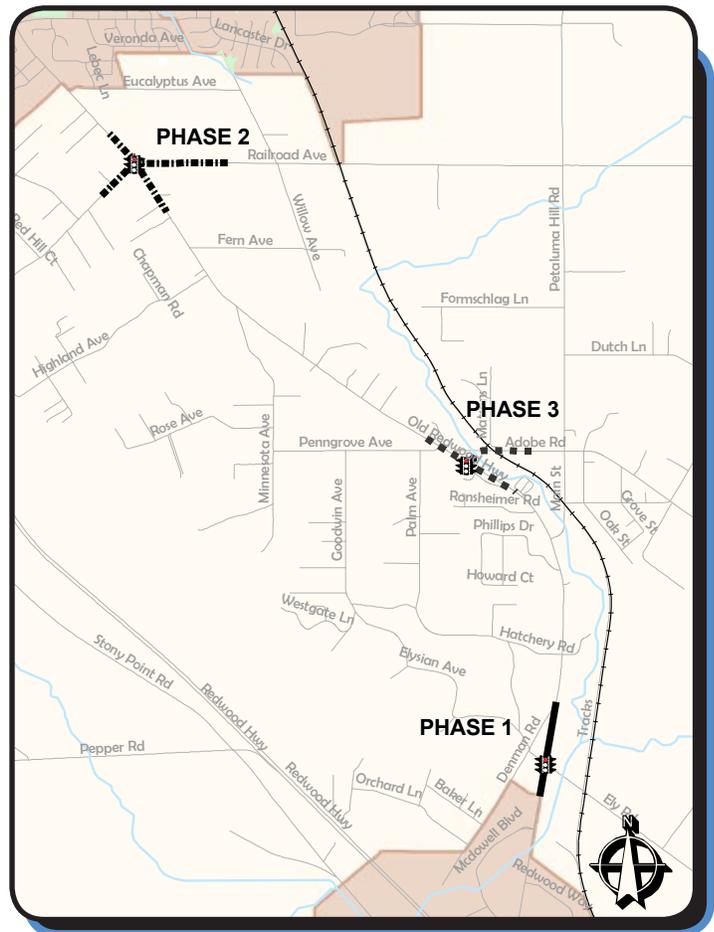
The County programmed \$0.2 Million of the \$20 Million identified in the Measure M Expenditure Plan for the origin/destination study (\$37.8 Million remaining).

Project Sponsor:

Sonoma County Transportation and Public Works

Stakeholders:

Penngrove
Cotati
Rohnert Park
Santa Rosa
Petaluma



LOCAL STREETS PROJECTS

AIRPORT BOULEVARD IMPROVEMENTS AND AIRPORT BOULEVARD INTERCHANGE

Expenditure Plan Description:

This project will signalize and widen Airport Boulevard from the Sonoma County Airport over Highway 101 to Old Redwood Highway. The project would also extend Brickway Boulevard from Laughlin Road to River Road as a congestion relief measure for the Airport Boulevard interchange.

Project Details:

The County implemented a phased delivery schedule for the Airport Boulevard project as detailed below.

Phase 1 – Widen Airport Boulevard to Five Lanes from the Sonoma County Airport (Ordinance Road) to Aviation Boulevard

Project Status/Schedule

This project is fully funded and expected to start design in 2014. Construction funds are programmed for FY 2015-16.

Phase 1A –Widen Airport to Seven Lanes between Aviation Boulevard and US 101, including signalizing Aviation Boulevard Intersection

Project Status/Schedule

This project completed construction in 2008.

Phase 2 – Extend Brickway Boulevard south, including construction of a new the bridge over Mark West Creek

Project Status/Schedule

This project is fully funded and expected to complete its environmental document in 2014, complete right-of-way in 2015, and start construction in the summer of 2016.

Phase 3 – Widen Airport Boulevard to three lanes from US 101 to Old Redwood Highway, including the signalization of the Fulton Road intersection



Finishing concrete deck at the Airport Boulevard Overcrossing

Project Status/Schedule

This project completed construction in 2013.

Phase 4 – Construct a new five lane Airport Boulevard overcrossing and interchange at US 101 (see Hwy 101 Project 2 – North B for a more detailed description)

Project Status/Schedule

This project is fully funded, started construction in October 2012 and is expected to be completed in 2014.



Phase 4A –Landscaping for Airport Boulevard overcrossing and interchange at US 101

Project Status/Schedule

This project is funded and will start design work in 2014.

Phase 5 – Widen Laughlin Road from Brickway to River Road, including intersection improvements at River Road

Scoping is complete and the Environmental and Design work commenced in 2013.

Project Funding (in thousands):

PHASE	TOTAL	MEASURE M-LSP	OTHER*	NEED
1	\$4,728	\$2,131	\$2,597	\$0
1A	\$996	\$496	\$500	\$0
2	\$15,545	\$1,500	\$14,045	\$0
3	\$2,115	\$650	\$1,465	\$0
4	\$54,550	\$8,959	\$45,591	\$0
4A	\$1,264	\$1,264	\$0	\$0
5	\$3,930	\$0	\$0	\$3,930
TOTALS	\$83,128	\$15,000	\$64,198	\$3,930

*OTHER includes State Bond (CMIA & SLPP accounts), Measure M-101, Federal (HBRR), and County fund sources.

Measure M Programming Capacity:

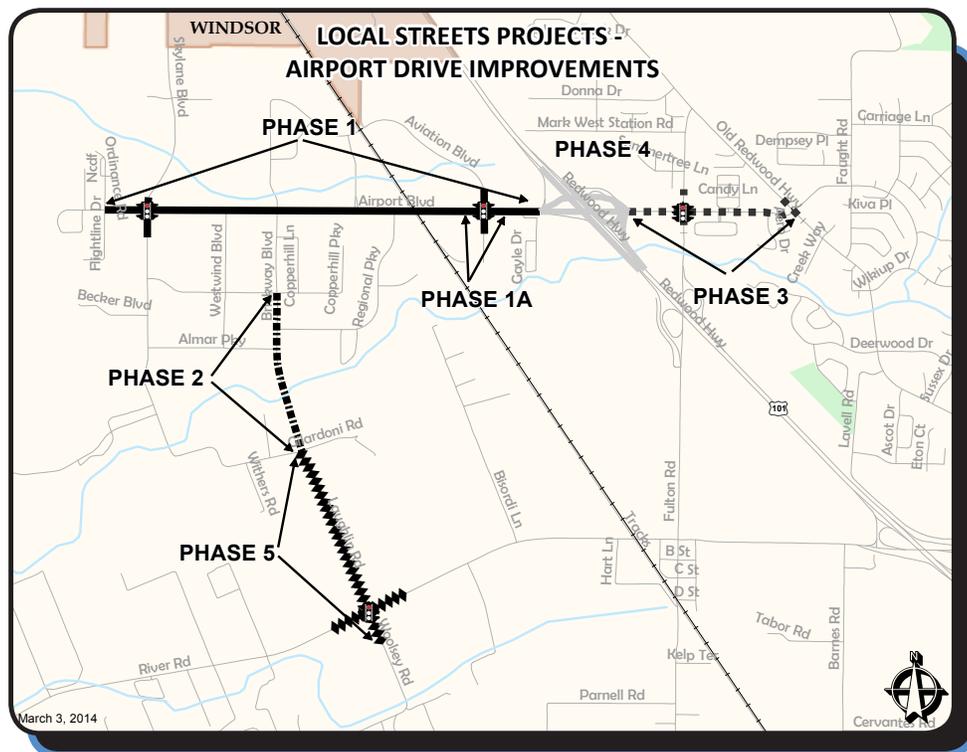
All \$15 Million of Measure M - LSP identified in the Measure M Expenditure Plan has been programmed.

Project Sponsors:

Sonoma County Transportation and Public Works and the Sonoma County Transportation Authority (Phase 4)

Stakeholders:

Santa Rosa, Windsor, Airport, Sonoma County (unincorporated)



LOCAL STREETS PROJECTS

HIGHWAY 121/116 INTERSECTION IMPROVEMENTS & ARNOLD DRIVE IMPROVEMENTS

Expenditure Plan Description:

This project would remove a right turn lane and install a traffic signal or roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, replace the Yellow Creek Bridge as part of the signal project, and widen the roadway to allow for turn lanes into and out of existing commercial properties. The capacity of the park and ride lot would be increased from 47 spaces to approximately 94 spaces. The Arnold Drive improvements would include adding traffic signals or roundabouts, shoulder widenings, and center turn lanes at various locations. This project is both a congestion relief and safety project.

Project Details:

There are two distinct elements to this project, the improvements at various locations along Arnold Drive, which would be constructed in phases 1, 2, and 4, and the improvements at the intersection of Hwy 121/116 (Phase 3). Phase 3 requires coordination with and Project Study Report (PSR – Scoping Document) approval from Caltrans and SCTA will serve as the sponsor.

Project Status / Schedule

Phase 1 – Widen of Shoulders on Arnold Drive from just south of Glen Ellen to north of Hill Road

Project Status/Schedule

Construction was completed in July 2012.

Phase 2 – Replace the existing stopped controlled intersection at Arnold Drive and Agua Caliente Road with a new Roundabout.

Project Status/Schedule

This project is fully funded. Construction started in June 2013 and was completed January 2014.

Phase 3- Replace the existing stopped controlled intersection at Hwy 116 and Hwy 121 with a Signalized intersection or a Roundabout

Project Status/Schedule

The Project Study Report was completed September 2013. Current cost estimates for this project range between \$17.7 and \$26.5 million. Work on the Project Report and Environmental Document is expected to begin in 2014.

Phase 4 – Widen Shoulders on Arnold Drive between Country Club Drive and Loma Vista Drive

Project Status/Schedule

No work has started on this project.

Phase 5 – replace the existing stopped controlled intersection at Arnold Drive and Madrone Avenue with a signalized intersection or roundabout

Project Status/Schedule

No work has started on this project.



Funding (in thousands):

PHASE	TOTAL	MEASURE M-LSP	OTHER*	NEED
1	\$660	\$330	\$330	\$0
2	\$2,300	\$650	\$1,650	\$0
3	\$17,100	\$1,950	\$150	\$15,000
4	TBD	\$0	TBD	TBD
5	TBD	\$0	TBD	TBD
TOTALS	TBD	\$2,930	TBD	TBD

*OTHER includes State Bond and County fund sources.

Measure M Programming Capacity:

A total of \$2.93 Million of the \$7 Million in Measure M - LSP identified in the Measure M Expenditure Plan has been programmed (\$3.07 Million remaining). The County and SCTA have agreed to proportion the \$7 Million in total capacity with \$5 Million going towards Phase 3 and the remaining \$2 Million towards the other phases.

Project Sponsors:

Phases 1, 2, 4 & 5 - Sonoma County Department of Transportation and Public Works

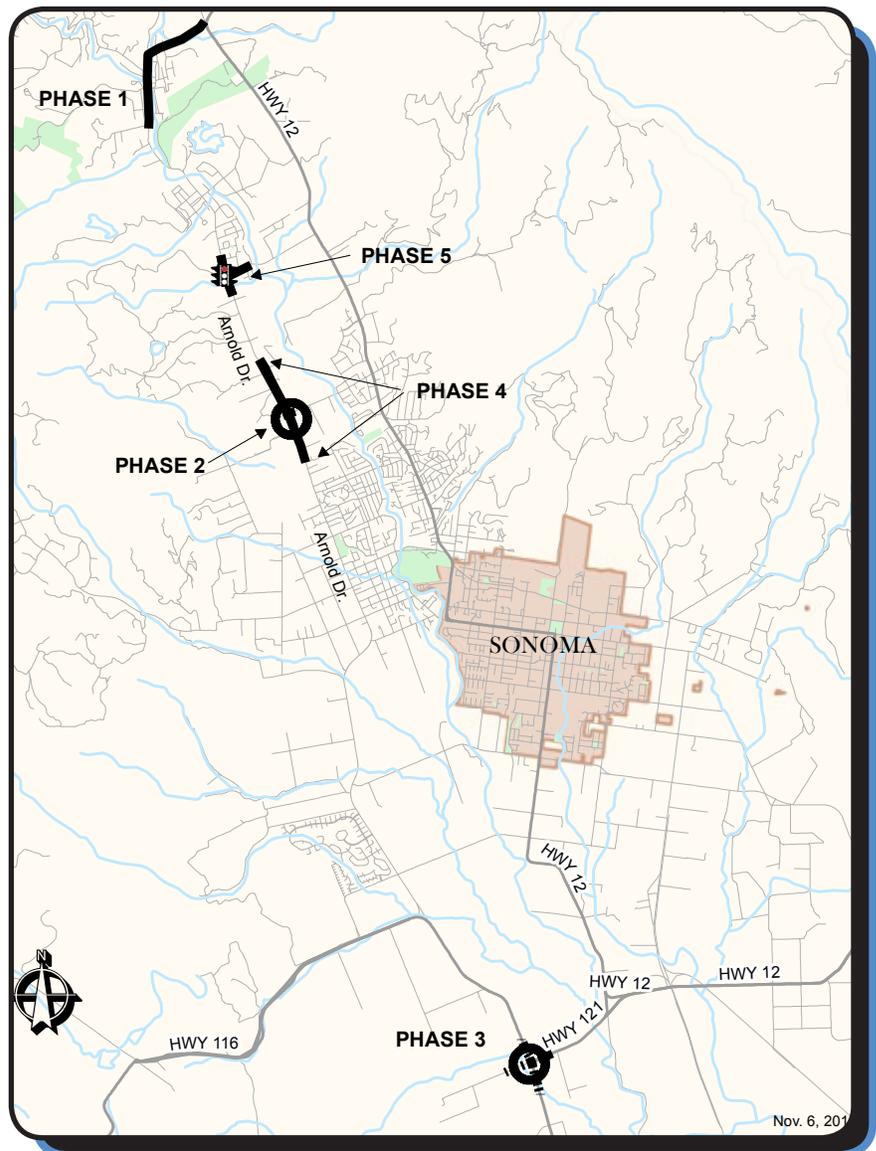
Phase 3 - Sonoma County Transportation Authority

Stakeholders:

City of Sonoma

Sonoma County (unincorporated)

Caltrans



LOCAL STREETS PROJECTS

FORESTVILLE BYPASS

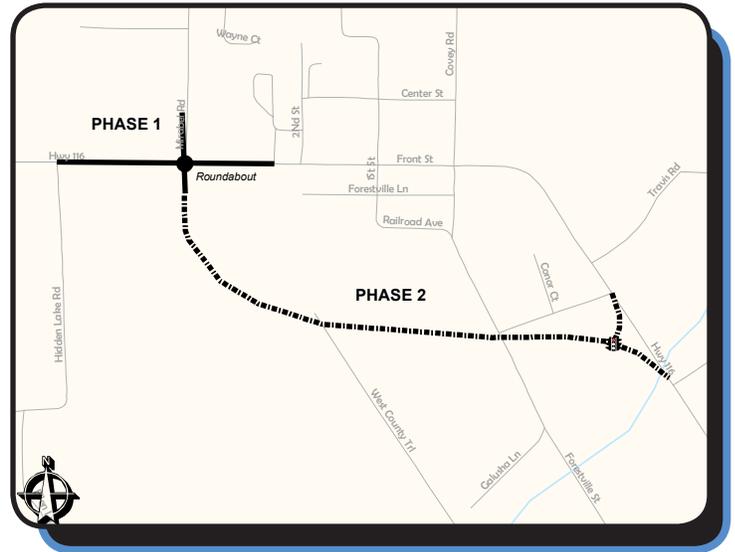
Expenditure Plan Description:

The project would realign an “S” curve on Highway 116 and construct channelization widening and signalization or roundabouts at the intersections of Highway 116/Packing House and Highway 116/Mirabel. The project would relieve congestion through downtown Forestville and improve safety.

Additional Project Details:

The County implemented a phased delivery schedule for the Forestville Bypass project as detailed below.

Phase 1 – Reconstruct State Route 116 between Mirabel Road westerly to Hidden Lake Road, including construction of a Roundabout at the intersection of SR 116 and Mirabel Road



Project Status/Schedule

The preliminary engineering and environmental phases of the project are substantially complete and Right of Way is anticipated to be acquired in early 2014. The project is scheduled to start construction in summer of 2015 and be completed in 2016, dependent on utility relocations.

Phase 2 – Construct a State Route 116 Bypass in Forestville, from Mirabel Road to Packing House Road, including a signal or roundabout at Packing House Road

Project Status/Schedule

No work, other than some preliminary environmental studies and some right-of-way acquisition, has occurred.

Funding in Thousands:

PHASE	TOTAL	MEASURE M-LSP	COUNTY	NEED
1	\$8,000	\$2,000	\$6,000	\$0
2	\$6,870	\$0	\$0	\$6,870
TOTALS	\$14,870	\$2,000	\$6,000	\$6,870

Measure M Programming Capacity:

The County has programmed all \$2 Million of the project’s Measure M - LSP funding identified in the Measure M Expenditure Plan for Phase 1 work, and there is no Measure M capacity remaining for this project.

Project Sponsor:

Sonoma County Transportation and Public Works

Stakeholders:

Town of Forestville
County of Sonoma



LOCAL STREETS PROJECTS

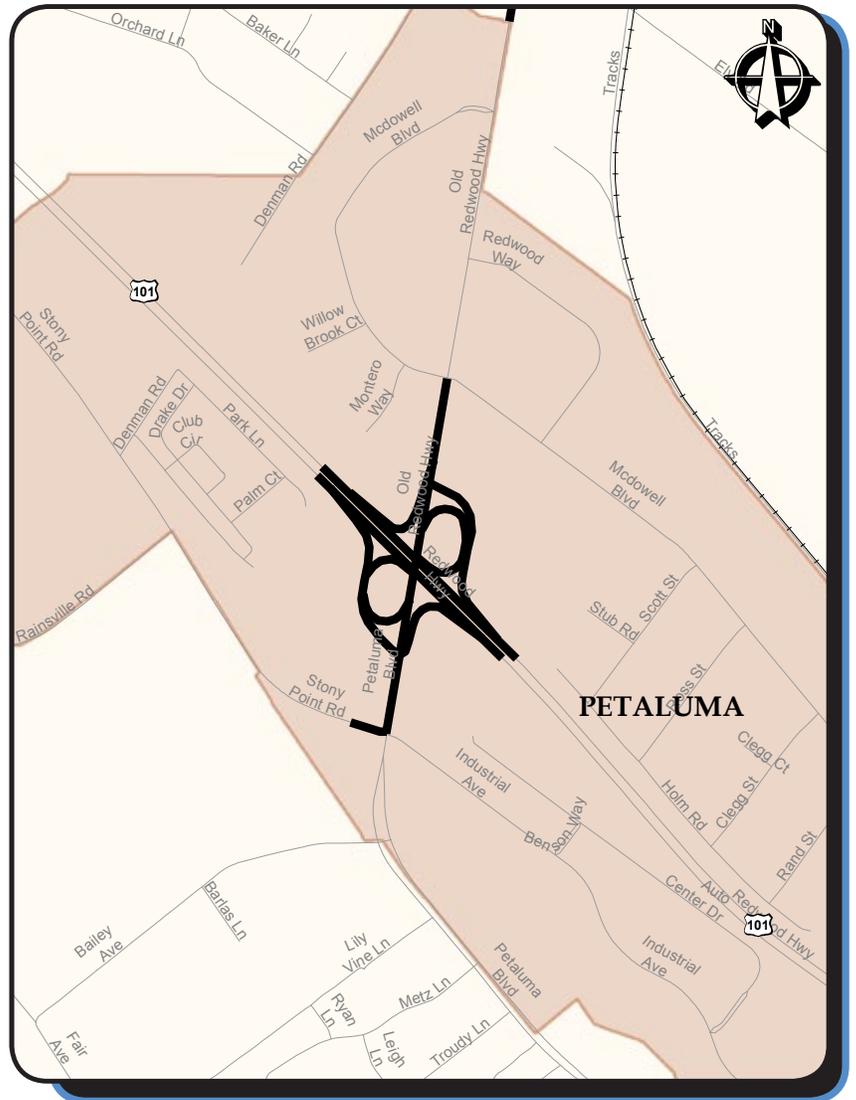
OLD REDWOOD HIGHWAY INTERCHANGE IN PETALUMA

Expenditure Plan Description:

This project would construct a replacement interchange for the Old Redwood Highway/101 interchange with wider ramps, wider overcrossing, and improved signalization. This project is both a safety and congestion relief project.

Project Details:

This project upgrades the Old Redwood Highway/101 interchange in Petaluma to meet current design standards and current and future traffic requirements. The proposed interchange modification includes ramp widening and reconfiguration, traffic operations system improvements, a new four lane overcrossing structure that will include bicycle lanes, pedestrian sidewalks, and enhanced signalization improvements at the adjacent intersection. This project is also referred to as the Central C project in the Highway 101 program since it has both Highway 101 fund and Local Street Project funds included in the project budget.



Project Status / Schedule

Construction started in February 2013 and is expected to be completed in 2015. For more information see the Highway 101 Central programming information sheet.

Measure M Programming Capacity – The City has programmed all \$10 Million in Measure M - LSP funds identified in the Measure M Expenditure Plan.

Funding (in thousands):

TOTAL	MEASURE M-LSP	OTHER*	NEED
\$41,308	\$10,000	\$31,308	\$0

*OTHER includes Measure M 101, State Bond (SLPP), and City fund sources.

Project Sponsors:

City of Petaluma & SCTA

Stakeholders:

- Penngrove
- Sonoma County (unincorporated)
- Petaluma



New Old Redwood Highway Overcrossing, facing west



New Old Redwood Highway Overcrossing facing east



Soundwall construction at Southbound 101 Exit, Old Redwood Highway, Petaluma



LOCAL STREETS PROJECTS

HEARN AVENUE INTERCHANGE IMPROVEMENTS IN SANTA ROSA

Expenditure Plan

Description:

This project would widen the Hearn Avenue Bridge, add turn lanes and widen the Santa Rosa Avenue approaches to the Hearn Interchange, realign the ramps on the west side of the interchange, and widen Hearn Avenue near Dutton Ave.

Project Details:

The City implemented a phased delivery schedule for the Hearn Avenue Interchange project as detailed below.

Phase 1 – Widen Santa Rosa Avenue approaches to the Hearn Avenue Interchange, including the addition of turn lanes, bike lanes, sidewalks, intelligent transportation system components

Project Status/Schedule

Construction is currently underway and will be completed in 2014. There is significant utility relocation work that is being done concurrent with the road construction project.

Phase 2 – Widen Hearn Avenue from the Highway 101 over crossing to Dutton Avenue, including the addition of bike lanes

Project Status/Schedule

Construction was completed in early 2011.

Phase 3 – Reconstruct the Hearn Avenue Over Crossing and Interchange at US 101, including the addition of turn lanes, bike lanes, sidewalks

Project Status/Schedule

The Project Study Report (PSR) was completed with Caltrans in 2013. Environmental work will start in 2014. This project does not have construction funds identified.

Funding (in thousands):

PHASE	TOTAL	MEASURE M-LSP	CITY	NEED
1	\$5,646	\$1,300	\$4,346	\$0
2	\$1,350	\$500	\$850	\$0
3	\$33,500	\$3,750	\$3,750	\$26,000
TOTALS	\$40,496	\$5,550	\$8,946	\$26,000

Measure M Programming Capacity:

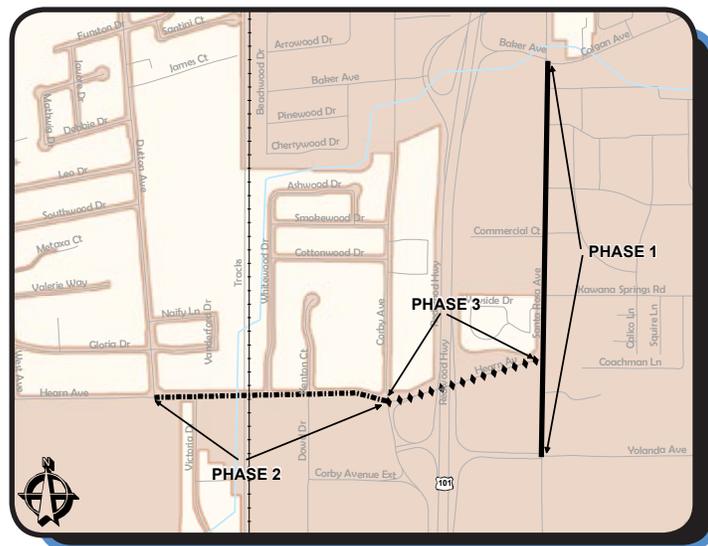
The City has programmed \$5.55 Million of the project's \$9 Million Measure M - LSP identified in the Measure M Expenditure Plan (\$3.45 Million remaining).

Project Sponsor:

City of Santa Rosa

Stakeholders:

City of Santa Rosa
Caltrans



LOCAL STREETS PROJECTS

FARMERS LANE EXTENSION

Expenditure Plan Description:

This project will construct a new street carrying regional and local traffic from the intersection of Bennett Valley Road and Farmers Lane, in Santa Rosa, to Petaluma Hill Road at Yolanda Avenue, a distance of approximately two miles.

Project Details:

With the addition of the new street, Farmers Lane Extension will reduce delays and associated air pollution, decrease traffic volumes on neighborhood streets and provide a connection for bicycle traffic from Petaluma Hill Road to northeastern Santa Rosa. It will also serve both regional and local traffic accessing the Sonoma County Fairgrounds and shopping areas. Based on funding availability, the project could be constructed in phases from Bennett Valley Road to Kawana Springs Road (Phase I), and Kawana Springs Road to Yolanda Avenue (Phase 2).

Project Status / Schedule

The environmental phase is completed for the entire project. Design and Right-of-way are near completion, but there is a shortfall in funds available for construction. Due to the construction funding shortfall, work on Farmers Lane has been temporarily suspended.

Funding (in thousands):

TOTAL	MEASURE M-LSP	CITY	NEED
\$47,461	\$437	\$11,424	\$35,600

Measure M Programming Capacity

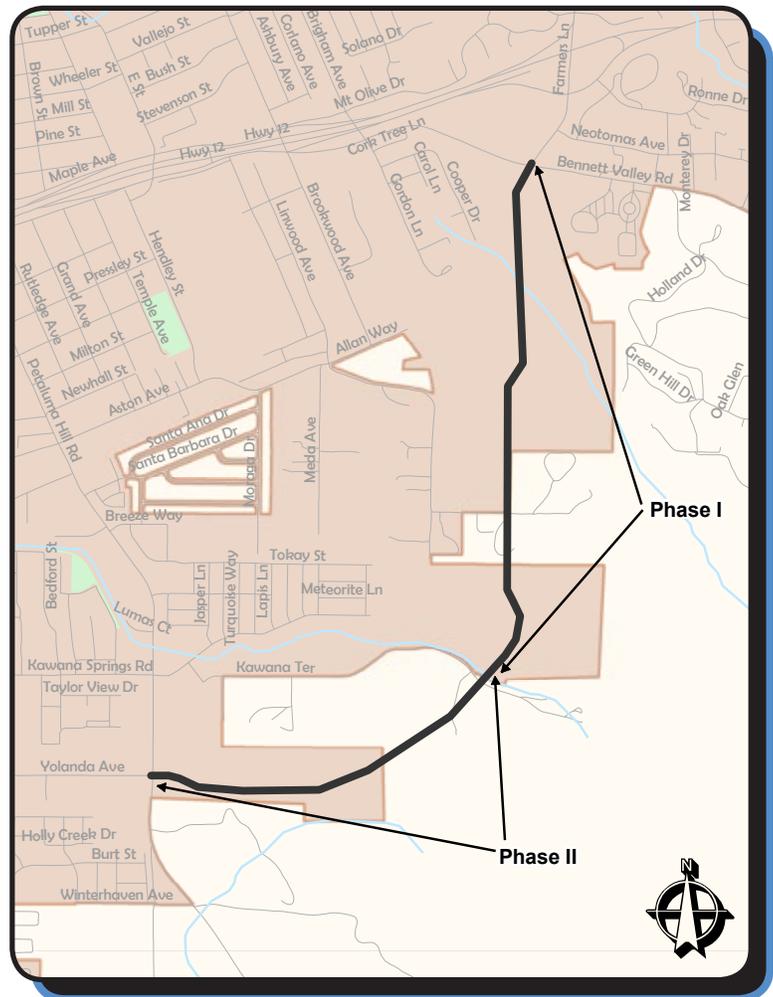
The City has programmed \$437K of the \$10 Million in Measure M - LSP funds identified in the Measure M Expenditure Plan (\$9,563K remaining).

Project Sponsor:

City of Santa Rosa

Stakeholders:

- Penngrove
- Cotati
- Rohnert Park
- Santa Rosa
- Petaluma



LOCAL STREETS PROJECTS

MARK WEST SPRINGS ROAD IN NORTHEAST SONOMA COUNTY

Expenditure Plan Description:

This project would add shoulders and turn pockets at various locations on Mark West Springs Road.

Additional Project Details:

The County implemented a phased delivery schedule for the Mark West Springs Road project as detailed below.

Phase 1 – Widen Mark West Springs Road near Michelle Way to provide a center turn lane and six feet wide paved shoulders

Project Status/Schedule

Preliminary design has started. No Measure M funds are programmed at this time.

Phase 2 – Widen Mark West Springs Road to provide a continuous left hand turn lane from Ursuline Road to west of Quiet Water Road

Project Status/Schedule

Preliminary design has started. No Measure M funds are programmed at this time.

Phase 3 – Widen Mark West Springs Road, approximately one mile west of Mark West Springs Lodge

Project Status/Schedule

The construction of this project will require extensive slope cuts to construct. Further details have yet to be defined. No schedule has been determined.

Funding (in thousands):

Mark West			
TOTAL	MEASURE M-LSP	COUNTY	NEED
\$2,945	\$0	\$185	\$2,760

Measure M Programming Capacity:

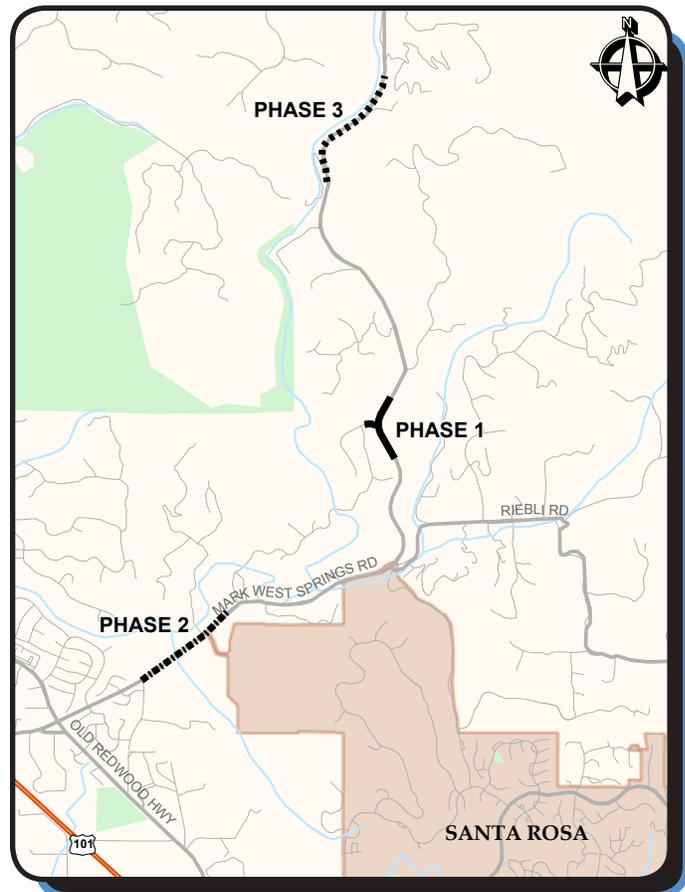
No Measure M-LSP funds have been programmed for this project. The project has \$1 Million in Measure M funds identified in the Measure M Expenditure Plan.

Project Sponsor:

Sonoma County Department of Transportation and Public Works

Stakeholders:

Sonoma County (unincorporated)
City of Santa Rosa
Larkfield



LOCAL STREETS PROJECTS

RIVER ROAD IMPROVEMENTS

Expenditure Plan Description:

This project would straighten a curve west of Mirabel Road, add shoulders, and add turn lane pockets on River Road.

Project Details:

This project proposes to widen River Road constructing left turn lanes at Argonne Way and at Trenton Road/Steelhead Beach Park. The total length of the project on River Road is 0.4 miles. This is a capacity increasing and safety project.

Project Status / Schedule

This project schedule is currently not defined.

Funding (in thousands):

TOTAL	MEASURE M-LSP	COUNTY	NEED
\$2,000	\$0	\$0	\$2,000

Measure M Programming Capacity:

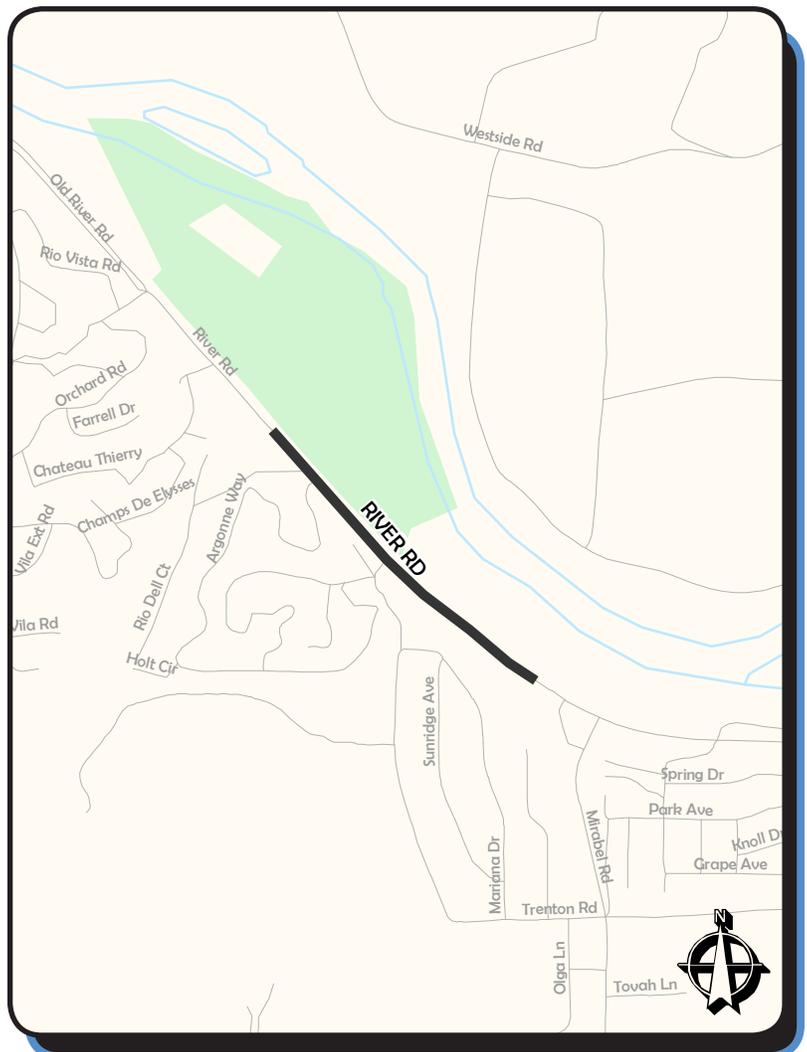
No Measure M-LSP funds have been programmed for this project. The project has \$1 Million in Measure M funds identified in the Measure M Expenditure Plan.

Project Sponsor:

County of Sonoma Department of Transportation and Public Works

Stakeholders:

Sonoma County (unincorporated)
Forestville



LOCAL STREETS PROJECTS

FULTON ROAD IMPROVEMENTS AND FULTON ROAD INTERCHANGE AT ROUTE 12

Expenditure Plan Description:

This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.

Project Details:

The City implemented a phased delivery schedule for the Fulton Road Improvements as detailed below.

Phase 1 – Widen Fulton Road

Phase 1 will overlay existing pavement, add bike lanes, curb/gutter, drainage and sidewalk on both sides for a distance of approximately 2 miles on Fulton Road between Wood Road and Guerneville Road in Santa Rosa.

Project Status/Schedule

Phase 1 is fully funded. Construction from Wood Road to Piner Road was completed in 2008 with Developer Fees. Work on the environmental document from Piner Road to Guerneville Road will begin in 2015. Construction funds are programmed for FY 2017-18.

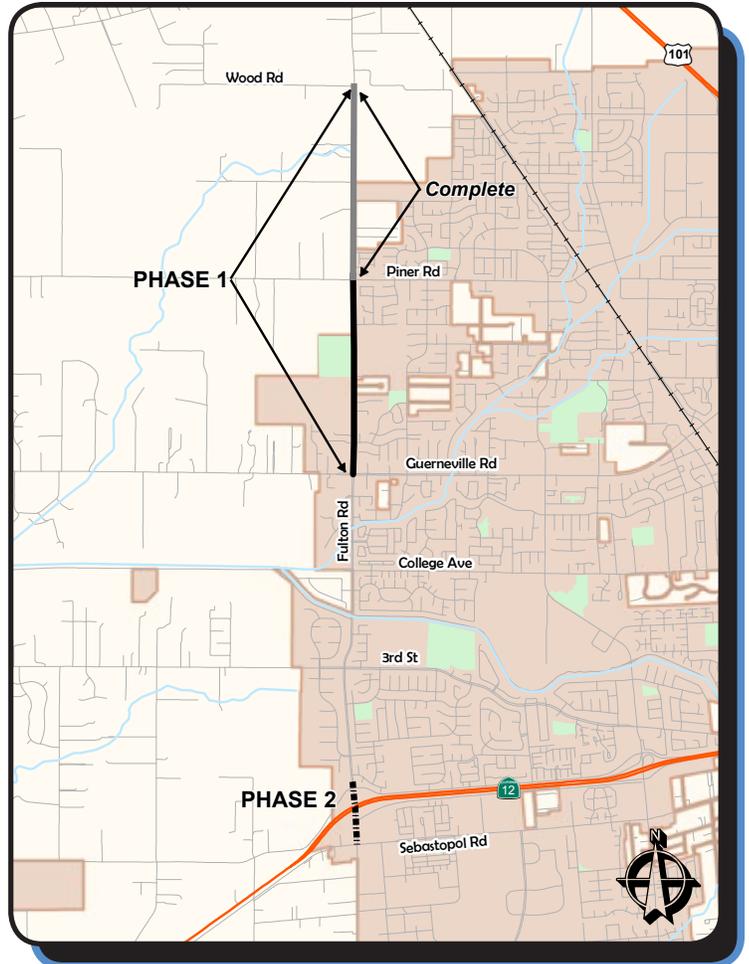
Phase 2 – Convert the existing signalized intersection of Fulton Road and Hwy 12 into a full interchange.

Project Status/Schedule

Work has not begun on the interchange project.

Funding (in thousands):

PHASE	TOTAL	MEASURE M-LSP	CITY	NEED
1	\$20,400	\$8,700	\$11,700	\$0
2	\$27,000	\$0	\$0	\$27,000
TOTALS	\$47,400	\$8,700	\$11,700	\$27,000



Measure M Programming Capacity:

The City has programmed \$8.7 Million of the \$19 Million in Measure M - LSP funds identified in the Measure M Expenditure Plan (\$10.3 Million remaining).

Project Sponsors:

City of Santa Rosa

Stakeholders:

Sonoma County (Unincorporated)
Santa Rosa
Sebastopol



LOCAL STREETS PROJECTS

BODEGA HIGHWAY IMPROVEMENTS WEST OF SEBASTOPOL

Expenditure Plan Description:

This project would straighten curves near Occidental and add turn pockets where needed. This is a safety project.

Project Status / Schedule

Project details and schedule have yet to be developed.

Funding (in thousands):

TOTAL	MEASURE M-LSP	OTHER	NEED
\$2,000	\$0	\$0	\$2,000

Measure M Programming Capacity:

No Measure M-LSP funds have been programmed for this project. The project has \$1 Million in Measure M funds identified in the Measure M Expenditure Plan.

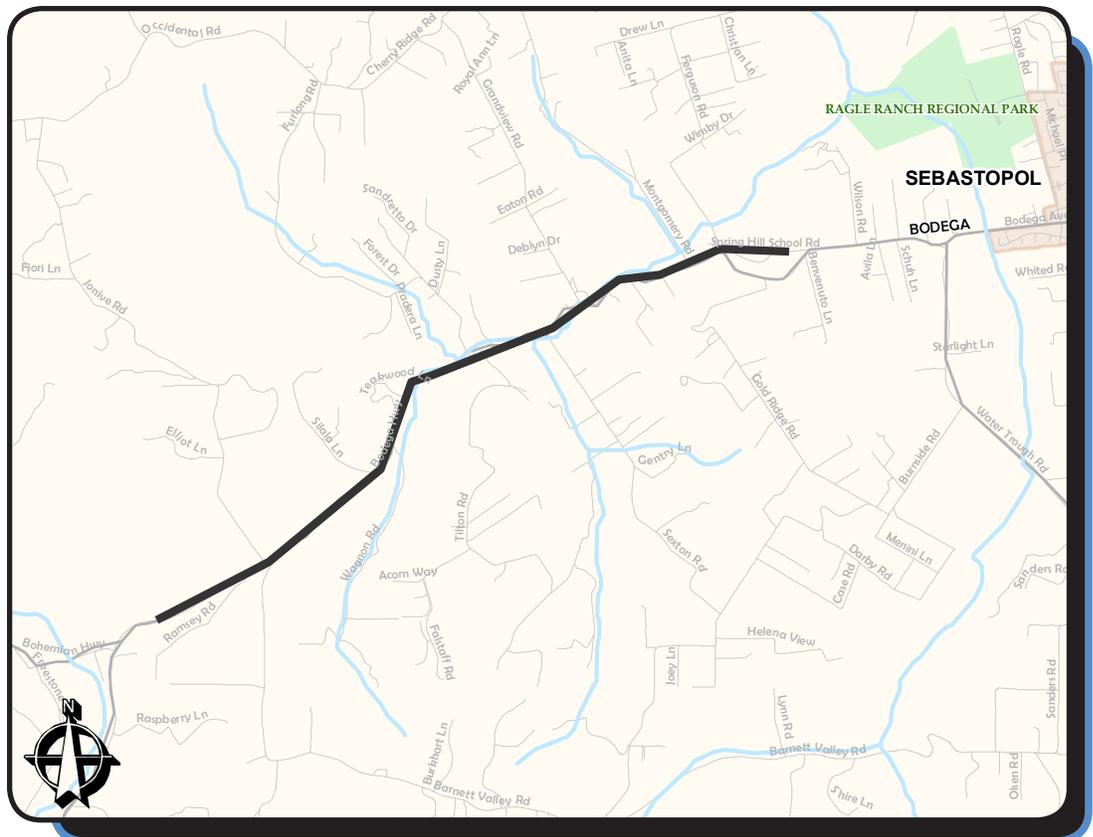
Project

Sponsor:

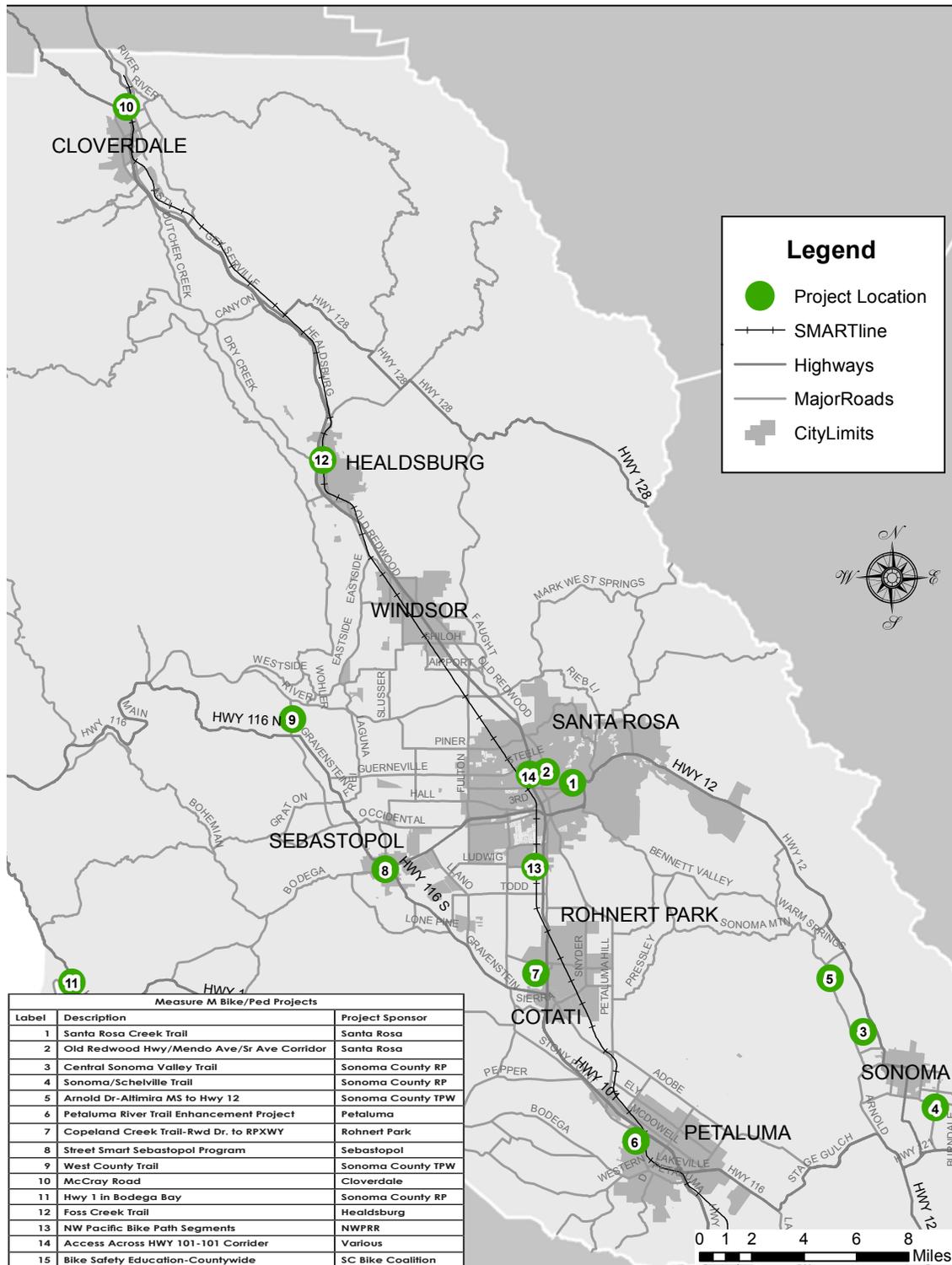
County of Sonoma
Department of Transportation and Public Works

Stakeholders:

Sebastopol
Sonoma County (unincorporated)
Occidental
Freestone

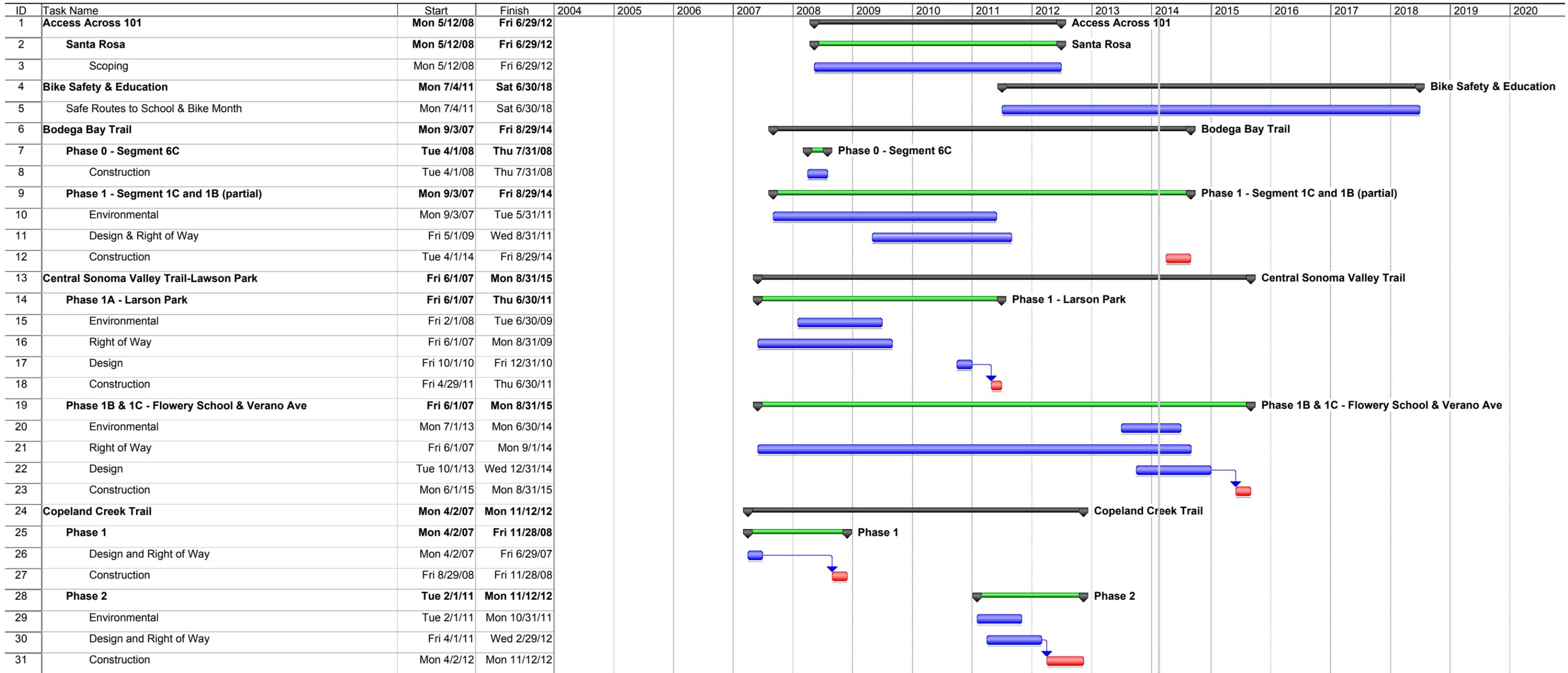


6.3 BICYCLE PEDESTRIAN PROJECTS





Sonoma County Transportation Authority
Measure M - Bike & Pedestrian Projects
 Forecast Schedule
 as of February 14, 2014

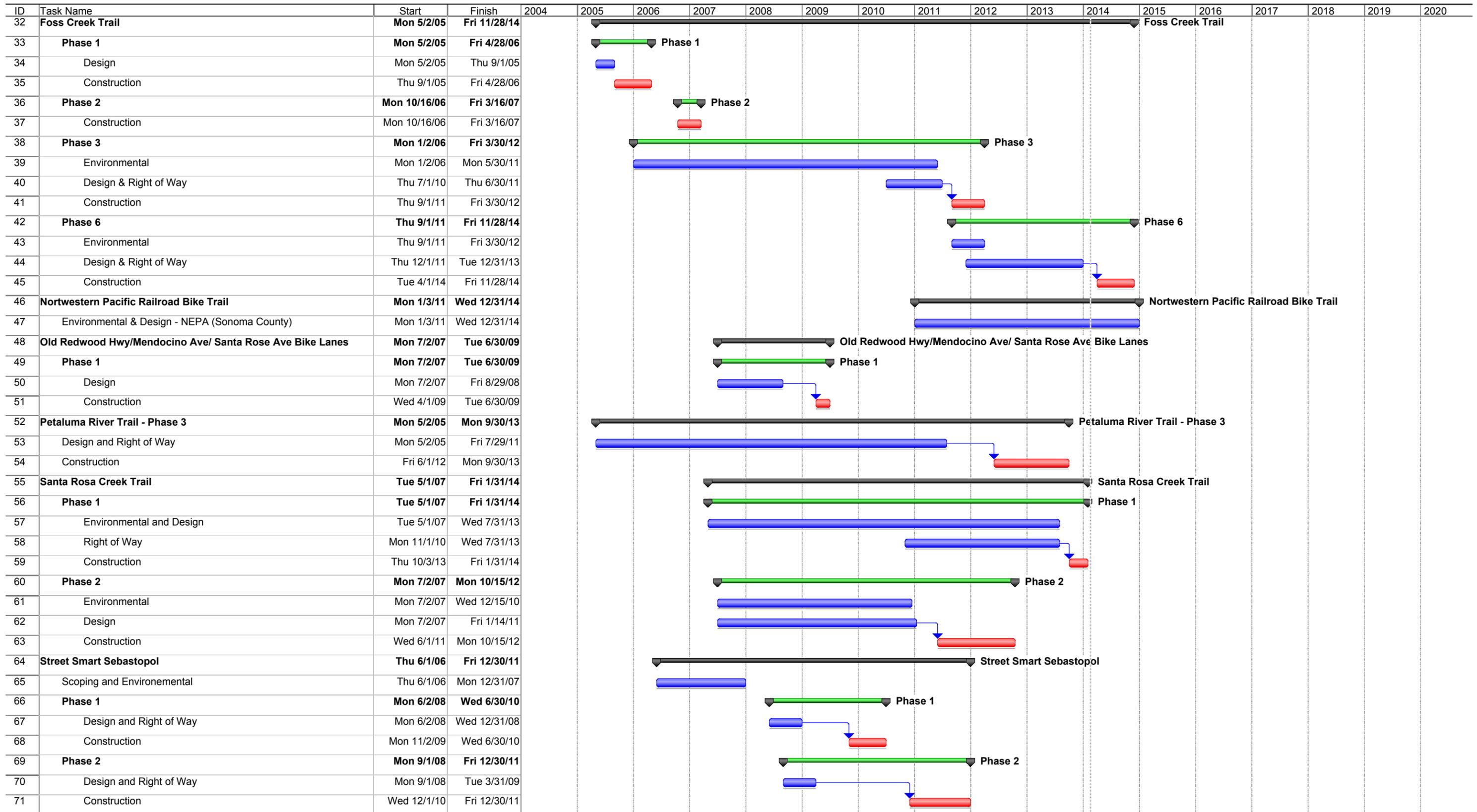


█ = Preconstruction Activities
 █ = Construction Activities
 = Summary of Project
 = Summary of Project Phase



Intentionally Left Blank

Sonoma County Transportation Authority
Measure M - Bike & Pedestrian Projects
 Forecast Schedule
 as of February 14, 2014



█ = Preconstruction Activities
 █ = Construction Activities
 ▶ = Summary of Project
 ▶ = Summary of Project Phase



Intentionally Left Blank

BICYCLE AND PEDESTRIAN PROJECTS

SANTA ROSA CREEK TRAIL

Expenditure Plan Description:

Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

Additional Project Details:

This project creates new trail and connects to the existing Class 1 multi use trail along Santa Rosa Creek, according to the Creeks Master plan authorized by the City of Santa Rosa. The City plans to deliver the improvements needed through phases.

Phase 1 - Streamside Drive to Mission Circle

Project Status / Schedule

Construction of Phase 1 was completed in October of 2013.

Phase 2 Dutton Avenue to Santa Rosa Creek

Project Status / Schedule

Construction of Phase 2 was completed in July of 2012.

Additional Phases TBD

The City of Santa Rosa is working on developing funding plans and schedules for future improvements.

Project Funding (in thousands):

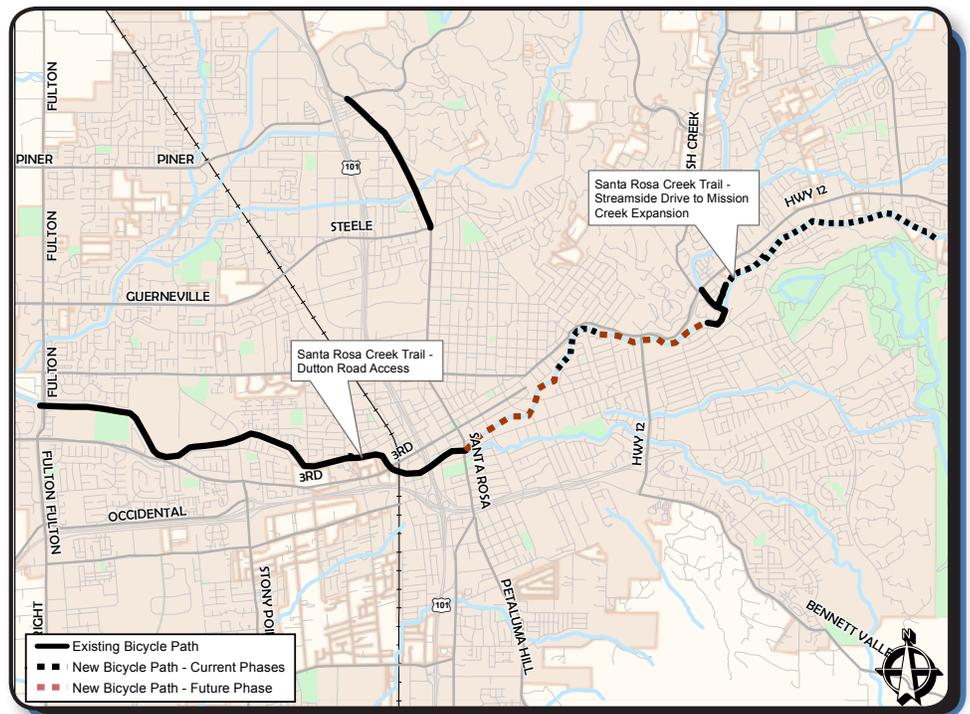
Phase	Total	Measure M-BP	Other	Need
1	\$775	\$775	\$0	\$0
2	\$382	\$382	\$0	\$0
TBD	TBD	\$0	\$0	TBD
TOTALS	TBD	\$1,157	\$0	TBD

Measure M Programming Capacity:

The City of Santa Rosa has programmed \$1,157K of the \$1,450K in Measure M - BP funds identified in the Measure M Expenditure Plan (\$293K remaining).

Project Sponsors

City of Santa Rosa



BICYCLE AND PEDESTRIAN PROJECTS OLD REDWOOD HIGHWAY – MENDOCINO AVENUE – SANTA ROSA AVENUE BIKELANES

Expenditure Plan Description:

Create a safer north-south bike route through central Santa Rosa.

Additional Project Details:

The City of Santa Rosa plans to deliver this project in the following two phases:

Phase 1 - Mendocino Avenue from Fountaingrove Parkway to Steele Lane

The first phase of this project is located adjacent to Santa Rosa Junior College and modified median islands and re-stripped Mendocino Avenue to include bike lanes.

Project Status / Schedule

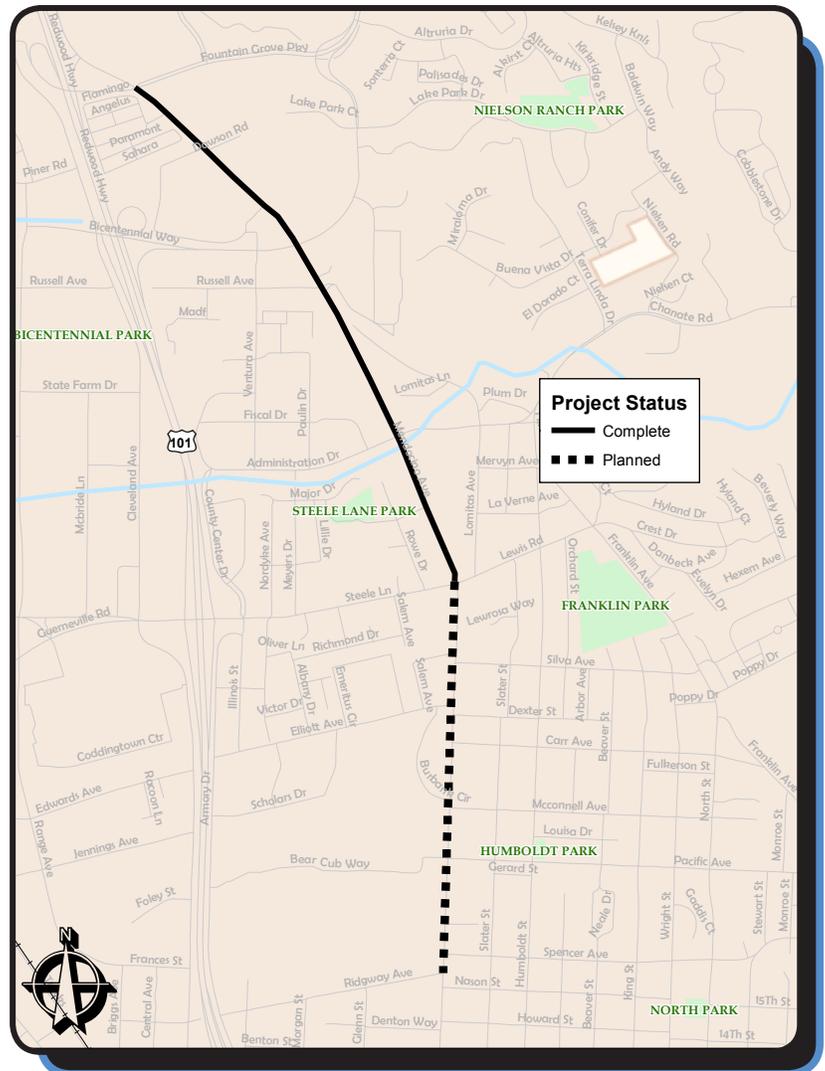
Phase 1 was completed in June 2009.

Phase 2 - Santa Rosa Avenue from Maple Street to Sonoma Avenue

The second phase is located between Maple Street and Sonoma Avenue on Santa Rosa Avenue.

Project Status / Schedule

The City of Santa Rosa is working on a funding plan and schedule for Phase 2 work.



Project Funding (in thousands):

Phase	Total	Measure M-Bp	Other	Need
1	\$157	\$157	\$0	\$0
2	TBD	\$0	\$0	TBD
TOTALS	TBD	\$157	\$0	TBD

Measure M Programming Capacity:

The City of Santa Rosa has programmed \$157K of the \$500K of Measure M - BP funds identified in the Measure M Expenditure Plan (\$343K remaining).

Project Sponsors

City of Santa Rosa



BICYCLE AND PEDESTRIAN PROJECTS CENTRAL SONOMA VALLEY BIKEWAY

Expenditure Plan

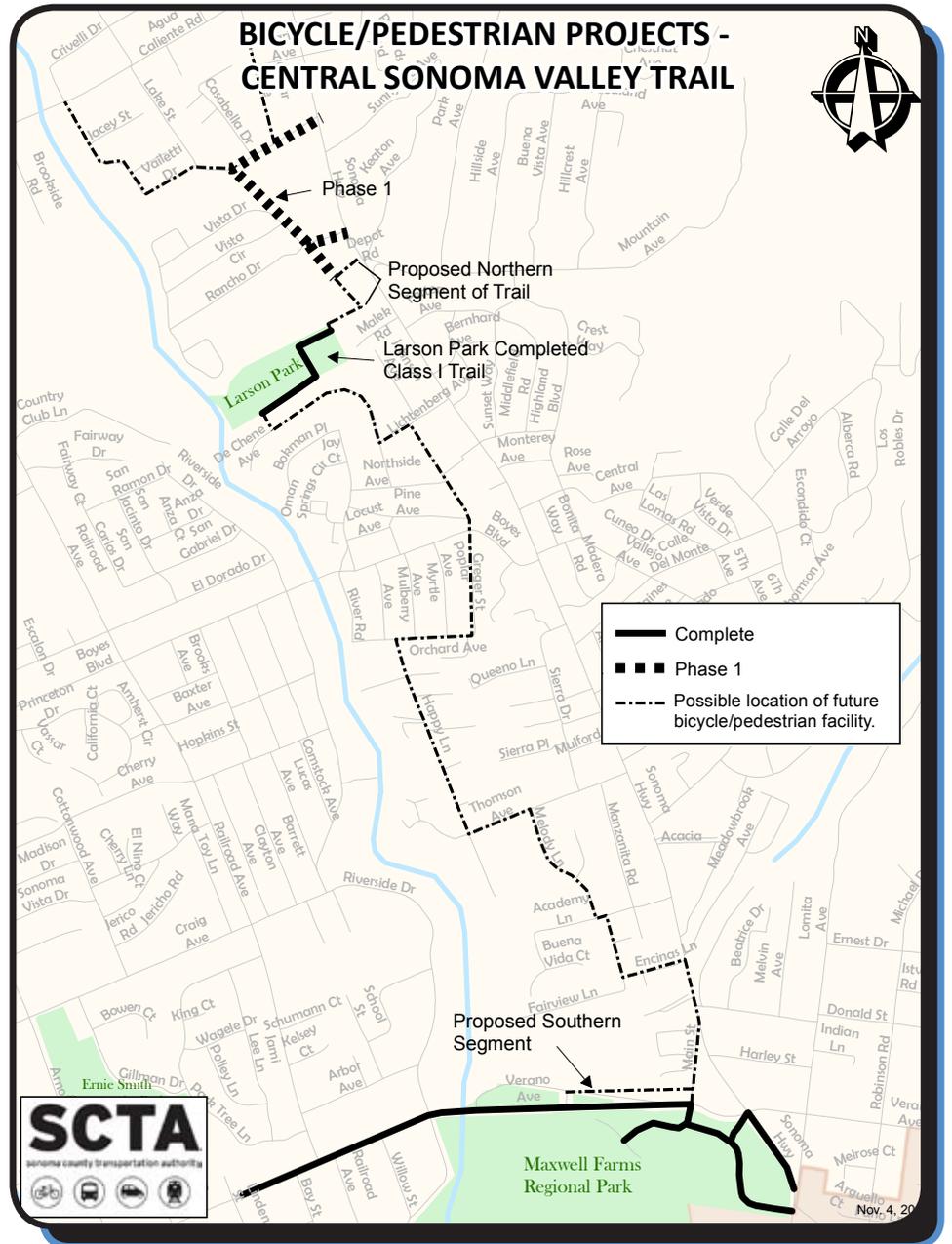
Description:

Create a safe route for pedestrians and bicyclist between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12 forcing pedestrians and bicyclist to use the shoulder of Highway 12 for such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Regional Park and the Boys and Girls Club.

Additional Project

Details:

Sonoma County Regional Parks will construct the Central Sonoma Valley bicycle and pedestrian pathway in multiple phases. The first phase has been split into three segments in order to build a portion of the bikeway while right of way issues are resolved with Sonoma Valley Union School District. Construction work will include asphalt paving, gravel shoulders, grading and drainage, striping, signage, fencing, bike/pedestrian bridge, and bollards.



Phase 1A - Larson Park Trail Segment

Project Status / Schedule

Phase 1A was completed in May 2011.

Phase 1B - Flowery Elementary School to Depot Road (0.11 Miles)

Project Status / Schedule

Phase 1B is fully funded and scheduled to be constructed in 2015.

Phase 1C Verano Avenue - Sonoma Creek to Main Street (0.31 miles)

Project Status / Schedule

Phase 1C is fully funded and scheduled to be constructed in 2015.

Phases TBD

Project Status / Schedule

Sonoma County Regional Parks is working on securing right of way and funding for future phases.

Project Funding (in Thousands):

PHASE	TOTAL	Measure M-BP	OTHER	NEED
1A	\$189	\$63	\$126	\$0
1B	\$162	\$25	\$137	\$0
1C	\$463	\$75	\$388	\$0
TBD	TBD	\$787	TBD	TBD
TOTALS	TBD	\$950	TBD	TBD

*OTHER includes County Park Mitigation, Proposition 40, Lifeline, and Transportation Development Act (TDA) funds.

Measure M Programming Capacity:

Sonoma County Regional Parks has programmed \$163K of the \$950K in Measure M - BP funds identified in the Measure M Expenditure Plan (\$787K remaining).

Project Sponsors:

Sonoma County Regional Parks (Class I bike paths)

Sonoma County Public Works (Class II and III bike routes)



BICYCLE AND PEDESTRIAN PROJECTS

SONOMA SCHELLVILLE BIKE TRAIL

Expenditure Plan Description:

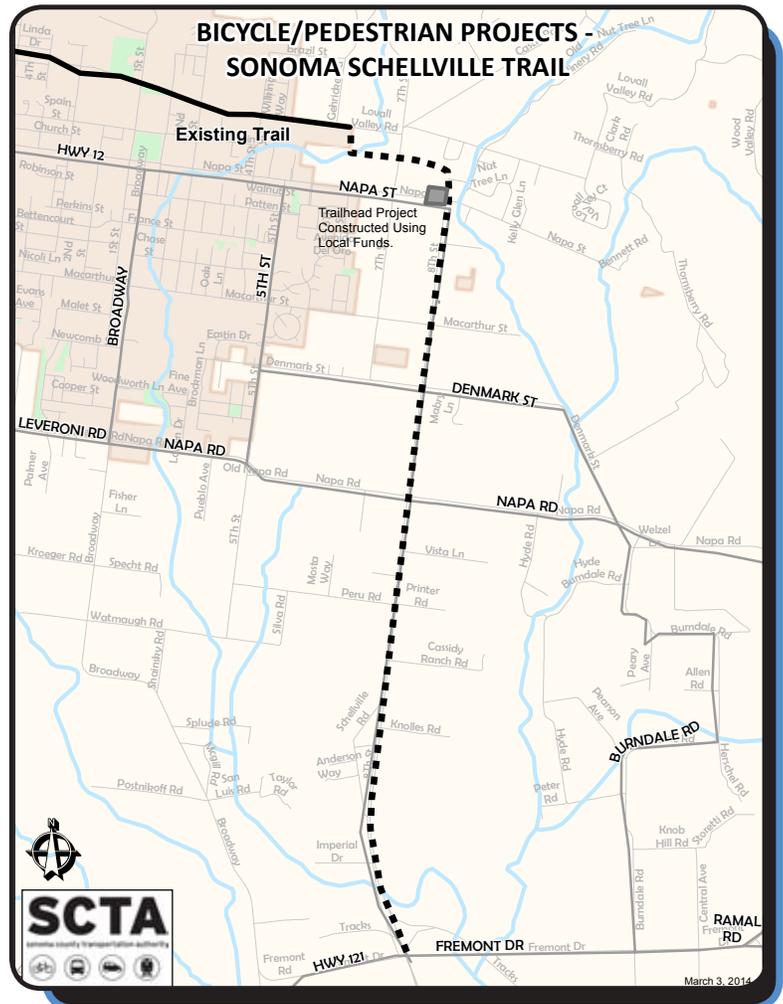
Class I path would connect Hwy 121 to City of Sonoma Class I path through town.

Additional Project details:

This project will develop a four mile, Class I bike path that follows the former Northwestern Pacific Railroad right-of-way, which partially parallels 8th Street East. The railroad right of way is located on the east side of 8th Street East. The proposed trail starts at the intersection of Highway 121 and ends at the city limits of Sonoma. The proposed trail will also serve as a link to the San Francisco Bay Trail, which is a high priority project for the Association of Bay Area Governments. The construction work will include asphalt paving, gravel shoulders, grading and drainage, striping, signage, and bollards.

Project Status / Schedule

Regional Parks has secured easements and fee title to sections of the railroad right of way. However, the County still needs to acquire the remaining sections of properties from Union Pacific, private property owners, and SMART (Sonoma Marin Area Rail Transit). Regional Parks is researching land ownership of the former railroad right of way. In FY12/13 Regional Parks acquired 0.32 acres of private property to be developed as a trailhead. The trailhead is located at the southwest corner of Napa Street and 8th Street East. The trailhead improvements include a 10-car parking lot with landscaping and irrigation, which was completed in February 2014. Regional Parks Department is working on developing a funding plan and schedule for CEQA/NEPA compliance, design and engineering, and construction of the remaining improvements.



Funding (in thousands):

Total	Measure M-BP	Other*	Need
\$1,861	\$100	\$259	\$1,502

*Other includes County Park Mitigation funds.

Measure M Programming Capacity:

Sonoma County Regional Parks has programmed all \$100K of the \$650K in Measure M - BP funds identified in the Measure M Expenditure Plan (\$550K remaining).

Project Sponsor:

Sonoma County Regional Parks



BICYCLE AND PEDESTRIAN PROJECTS

ARNOLD DRIVE BIKE PROJECT

Expenditure Plan Description:

Build shoulders on Arnold Drive just north of middle school to add bike lanes, through Sonoma Developmental Center and Glen Ellen to Highway 12. This would continue the existing bike lane on Arnold drive at Petaluma Avenue.

Additional Project details:

This project proposes to widen Arnold drive from PM 18.02 to PM 18.27. This shoulder widening project is in Glen Ellen and runs south from the Glen Ellen Market along the east side of Arnold Drive. Minor walls and guardrail installation are needed to widen this segment of Arnold Drive. This project provides pedestrian and bike facilities.

Project Status / Schedule

A schedule is dependent upon future programming of funds.

Funding (in thousands):

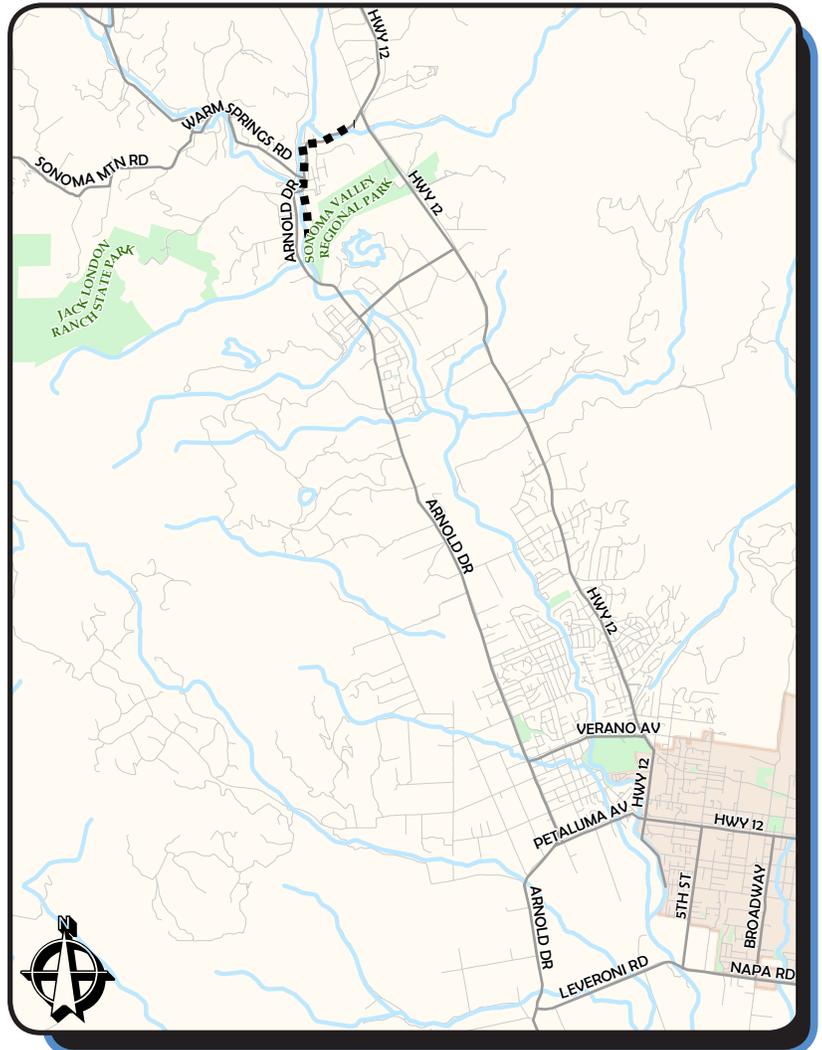
Total	Measure M-BP	Other	Need
TBD	\$0	\$0	TBD

Measure M Programming Capacity:

There are \$2 Million in Measure M - BP funds identified in the Measure M Expenditure Plan.

Project Sponsor:

County of Sonoma, Department of Transportation and Public Works



BICYCLE AND PEDESTRIAN PROJECTS

PETALUMA RIVER TRAIL

Expenditure Plan Description:

Create a bicycle and pedestrian pathway along Petaluma River connecting east side of town to new shopping, new housing and theater district downtown.

Additional Project Details:

The Petaluma River Trail will be a Class I multi use pathway from the eastside urban limits to the Historic Downtown Area utilizing the creek and river's natural corridors, including approximately 2 miles along the Petaluma River. This project carries out a portion of the Petaluma River Access and Enhancement Plan approved by City Council in 2000. This project is to be constructed in phases, with Measure M funding being applied to only Phase 3 at this time.

Phase 3

Construct the Petaluma River trail from Lakeville Street to Washington Street, including an ADA accessible, prefabricated bike and pedestrian bridge over the Petaluma River, near Copeland Street.

Project Status / Schedule

The City of Petaluma substantially completed construction of the Phase 3 of the Petaluma River Trail in September 2013.

Project Funding (in Thousands)

PHASE	TOTAL	MEASURE M-LSP	OTHER*	NEED
3	\$1,855	\$1,810	\$45	\$0

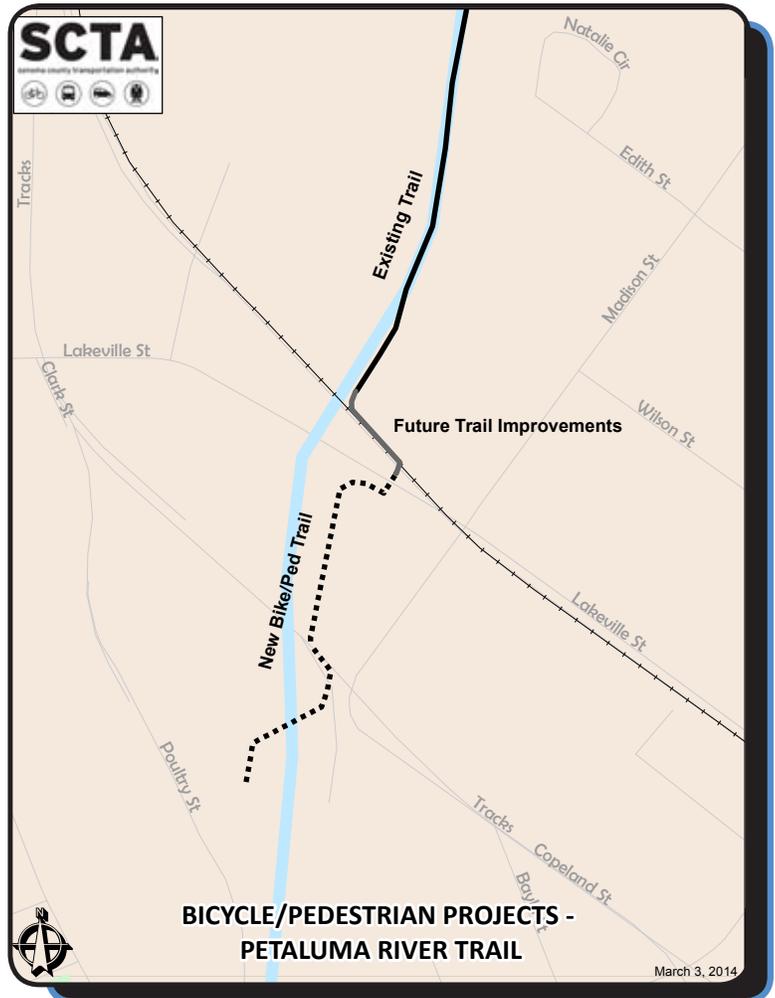
*OTHER includes re-development funding.

Measure M Programming Capacity:

Petaluma has programmed \$1,810K of the \$2,000K in Measure M - BP funds identified in the Measure M Expenditure Plan (\$190K remaining).

Project Sponsor:

City of Petaluma



Phase 1

Phase 1 included asphalt paving at the existing Sonoma County Water Agency service road along the north side of the creek and rehabilitation of an existing Class I path in a second location. The path is now suitable for bicycles and a wide range of pedestrian uses, including wheelchairs, strollers, skateboards and walkers.

Project Status / Schedule

Phase 1 was constructed in summer of 2008. The Notice of Completion was filed on November 25, 2008. The trail/path is open for use.



Before construction of new pathway

Phase 2

The second phase of the Copeland Creek Trail project reconstructed 4650 LF of the most deteriorated sections of the most well-used bicycle and pedestrian path in Rohnert Park, including sections adjacent to senior housing and multi-family housing, and most notably along the high school and up to Sonoma State University. The funding was used as matching funds for Transportation Enhancement funding. The City expended the funds in the Design phase and was able to leverage that funding for federal Transportation Enhancement and local funds for construction.



After construction of new pathway

Project Status / Schedule

Phase 1 was completed in November 2008, and Phase 2 was completed in November 2012. The trail/path is open for use.

Project funding (in thousands):

Phase	Total	Measure M-Bp	Other	Need
1	\$300	\$300	\$0	\$0
2	\$960	\$50	\$910	\$0
ALL	\$1,260	\$350	\$910	\$0

Measure M Programming Capacity:

Rohnert Park has programmed all \$350K in Measure M - BP funds identified in the Measure M Expenditure Plan.



Copeland Creek Trail construction crew with Measure M sign

Project Sponsor:

Rohnert Park



BICYCLE AND PEDESTRIAN PROJECTS

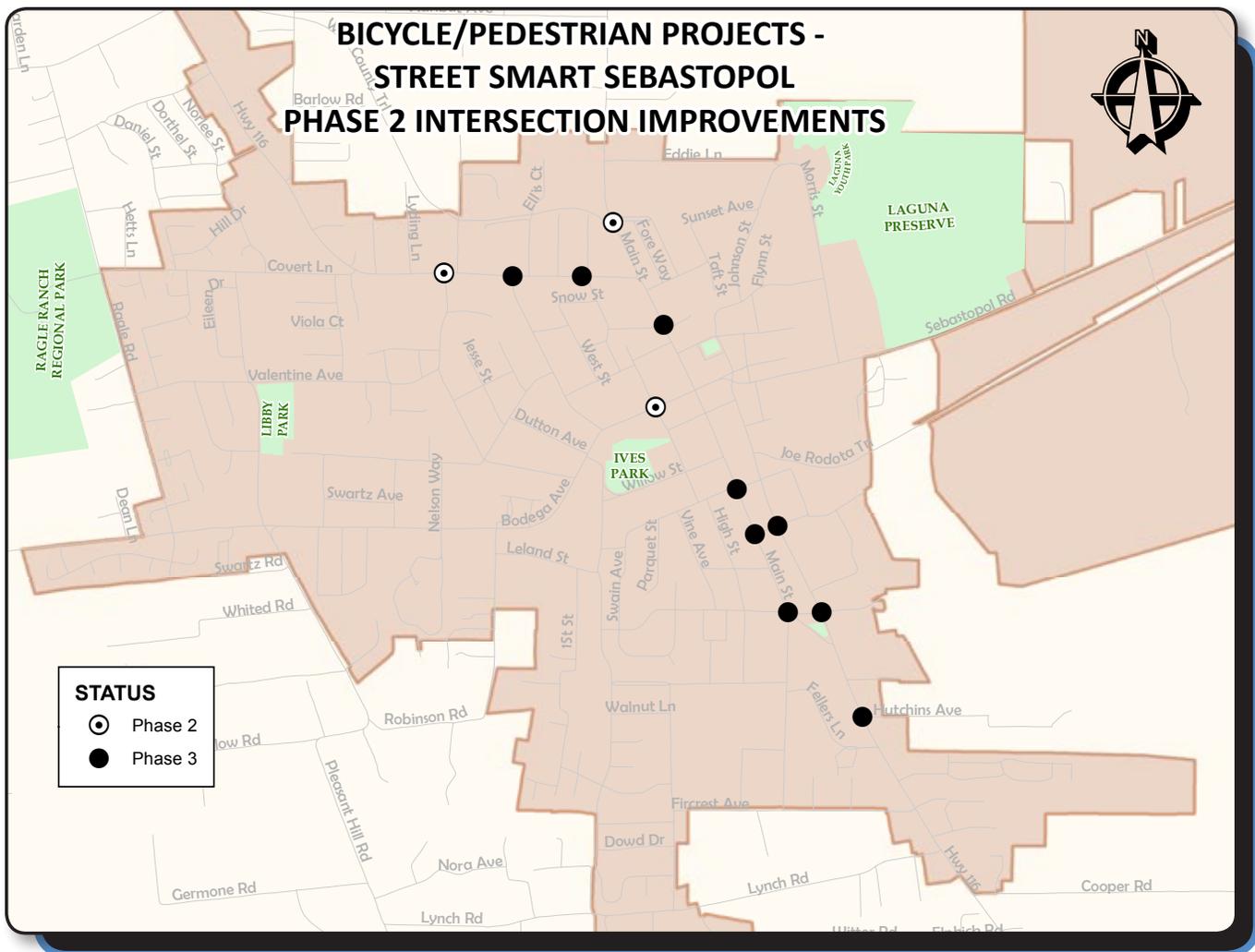
STREET SMART SEBASTOPOL

Expenditure Plan Description:

This project includes closing gaps in sidewalks, adding bike routes, placing directional signs, building transit shelters and other related items within Sebastopol.

Additional Project Details:

Intersection improvements include curb extensions (bulbouts), colored crosswalks, pedestrian beacons, landscaping, sidewalk gap closures, signage, entryway treatments, and transit shelter improvements at various locations. The Street Smart Sebastopol project will be constructed in three phases. A Phase I project of crosswalk improvements at three locations in central downtown was completed in Spring of 2006 without the use of Measure M funds. The next two phases will complete pedestrian safety improvements at twelve intersections in Downtown Sebastopol, which were prioritized by the City Council for the Street Smart Sebastopol Program in May 2006.



Phase 2 - Priority Intersections

The Phase 2 project includes improvements to the following three priority intersections approved by the Council:

- Healdsburg Ave / Murphy Ave
- North Main St / Analy Ave
- Bodega Ave / High Street

Project Status / Schedule

Construction was completed in June 2010.

Phase 3 - Secondary Intersections

The Phase 3 project includes improvements at the following nine intersections:

- Healdsburg Ave / Florence Ave
- Healdsburg Ave / Pitt Ave
- North Main St / Keating Ave
- South Main Street / Calder Ave
- South Main Street / Walker Ave
- South Main Street / Palm Ave
- Gravenstein Hwy S / Hutchins Ave
- Petaluma Ave / Palm Ave
- Petaluma Ave / Walker Ave

Project Status / Schedule

Construction was completed in December 2011.

Project Funding (in thousands):

Phase	Total	Measure M-BP	Other	Need
1	\$549	\$539	\$10	\$0
2	\$2,111	\$1,461	\$650	\$0
TOTALS	\$2,660	\$2,000	\$660	\$0

Measure M Programming Capacity:

The City of Sebastopol has programmed all \$2,000K of the Measure M - BP funds identified in the Measure M Expenditure Plan as well as local funding.

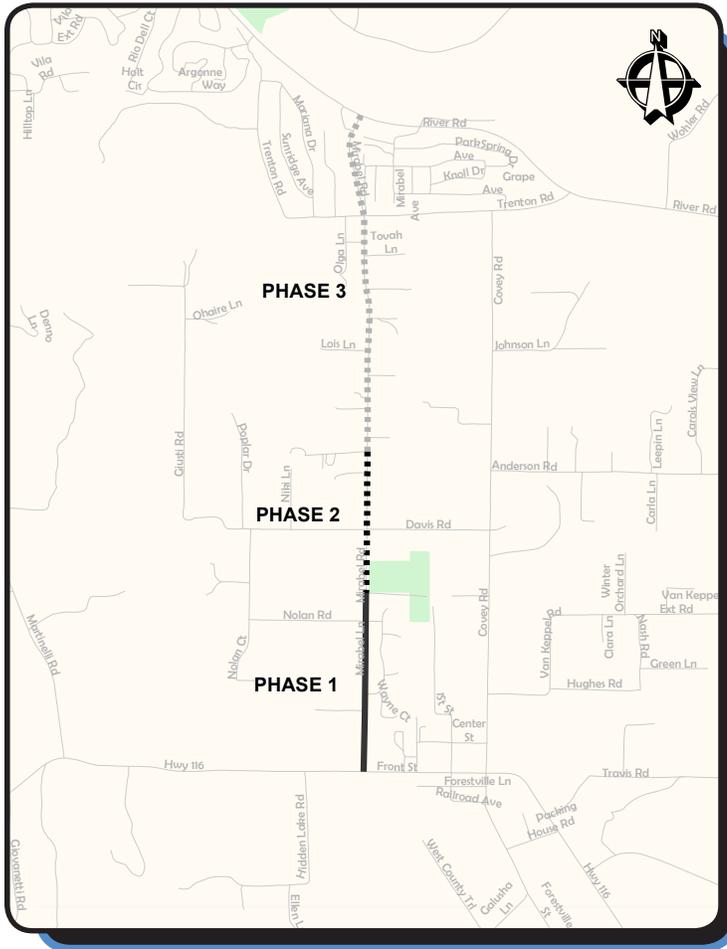
Project Sponsors

City of Sebastopol



BICYCLE AND PEDESTRIAN PROJECTS

WEST COUNTY TRAIL



Expenditure Plan Description:

This is the last segment of the West County Trail

Additional Project Details:

The Sonoma County Transportation and Public Works plans to deliver the last segment of the West County Trail in following three phases:

Phase 1: Widen Mirabel Road from 116 to the Forestville Youth Park

Phase 2: Widen Mirabel Road from the Youth Park to 1300 feet north of Davis Road

Phase 3: Signalize the intersection of Mirabel Road and Trenton Road.

Project Status / Schedule

The County is working on developing a funding plan and schedule for the three phases of the project.

Project Funding (in thousands):

Phase	Total	Measure M-BP	Other	Need
1	\$3,000	\$0	\$0	\$3,000
2	TBD	\$0	\$0	TBD
3	TBD	\$0	\$0	TBD
TOTALS	TBD	\$0	\$0	TBD

Measure M Programming Capacity:

The \$500K of the Measure M - BP funds identified in the Measure M Expenditure Plan for this project has not been programmed.

Project Sponsor

Sonoma County Transportation and Public Works



BICYCLE AND PEDESTRIAN PROJECTS

McCRAY ROAD CLOVERDALE

Expenditure Plan Description:

Bike lane from Cloverdale city limits to River Park. Create safe passage to the River Park from existing Cloverdale bike lanes.

Additional Project Details:

This project has yet to be further defined.

Project Status / Schedule

This project is not currently programmed, and a schedule has not yet been developed.

Project Funding (in thousands):

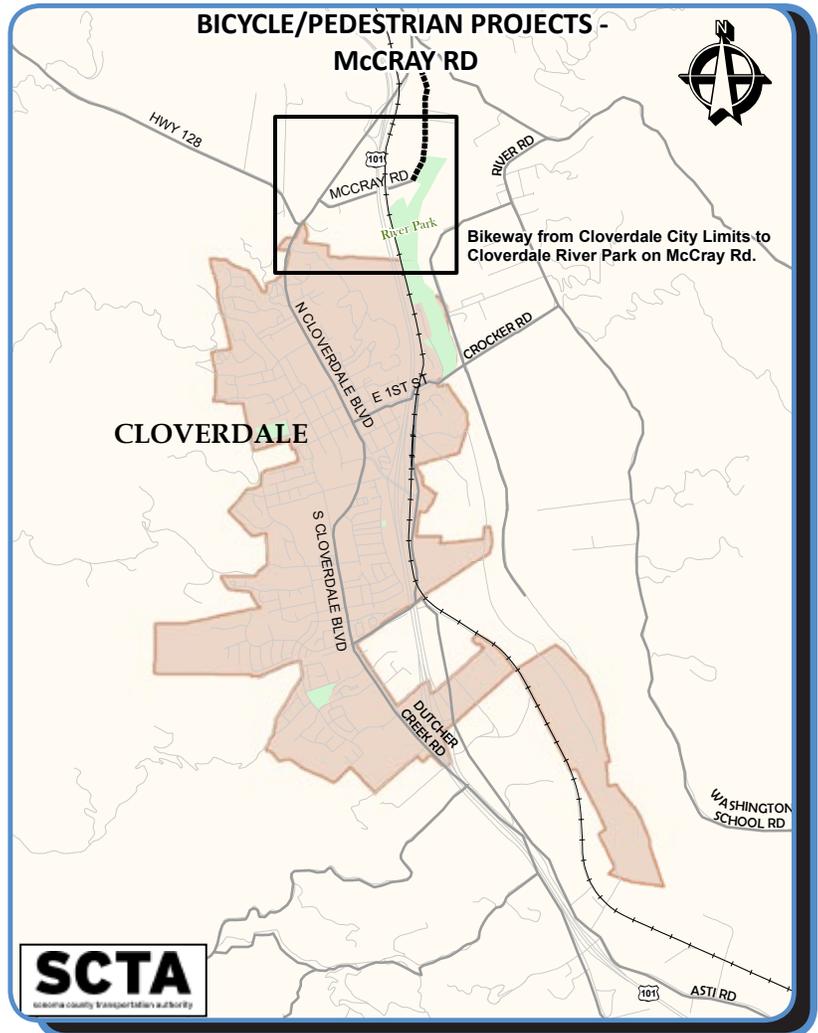
Total	Measure M-BP	Other	Need
TBD	\$0	\$0	TBD

Measure M Programming Capacity:

The \$250K in Measure M-BP funds identified in the Measure M Expenditure Plan for this project has been programmed.

Project Sponsors

Sonoma County Regional Parks
Sonoma County Public Works



BICYCLE AND PEDESTRIAN PROJECTS

HIGHWAY 1 - BODEGA BAY TRAIL

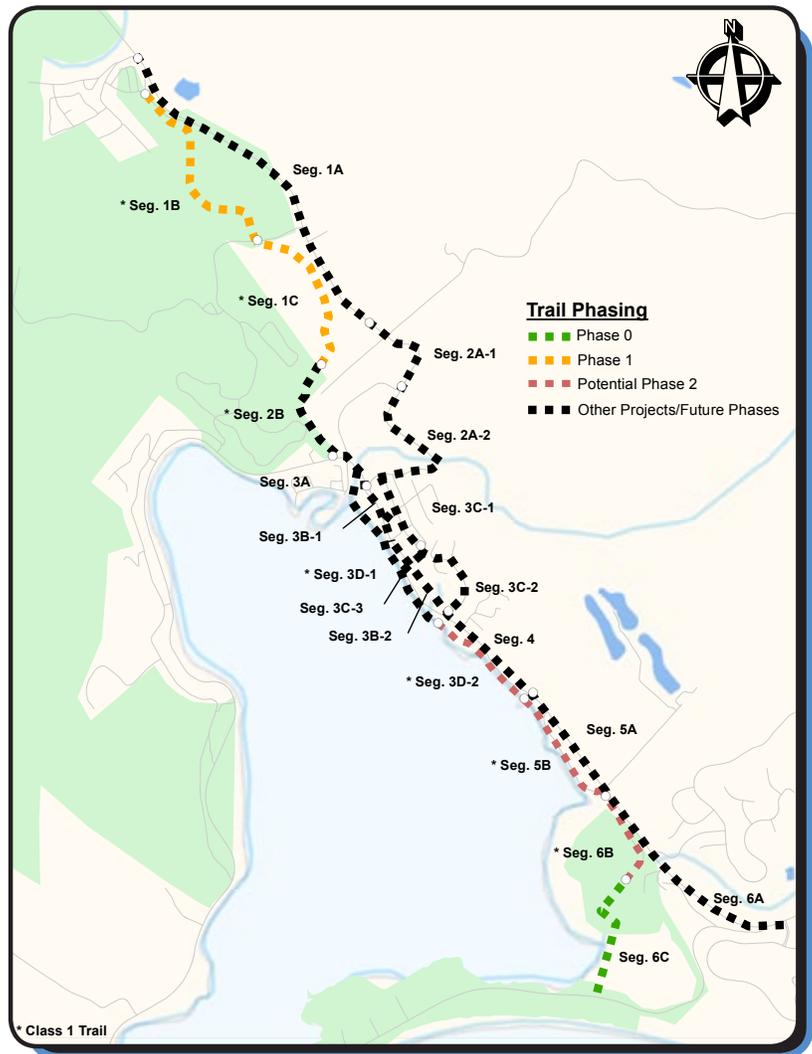
Expenditure Plan Description:

On and off road bike route along the coast to provide safe passage for locals and through traffic.

Additional Project Details:

The Bodega Bay Trail will provide a link in the proposed 1,200-mile California Coastal Trail from Mexico to Oregon. The trail will provide a separate north-south route through Bodega Bay to improve safety of pedestrians, bicyclists, and motorists. The trail will connect State Parks, County Parks, retail shops, restaurants, businesses, and scenic overlooks of Bodega Bay Harbor along the Highway 1 corridor. Users will experience the village atmosphere of Bodega Bay and have access to the beautiful Sonoma County coast, historic harbor, and picturesque waterfront.

The Bodega Bay Pedestrian and Bicycle Trails project is proposed to complete off road (Class 1) pedestrian and bicycle trails and on road (Class 2) shoulder improvements along approximately four (4) miles of Coast Highway 1. This project is based on the scope of work and segments identified in the "Bodega Bay Bicycle and Pedestrian Trail Study" completed in September 2005. The project is divided into segments, which Sonoma County Regional Parks will use to deliver the Class 1 project in phases, as funding becomes available. Sonoma County Transportation and Public Works will use segments to deliver the Class 2 and Class 3 project in phases, as funding becomes available.



Phase 0 - Segment 6C - Cheney Creek Bridge Trail

Cheney Creek Bridge Trail (Segment 6C) is a 0.4 mile long segment of the Bodega Bay Trail connecting Doran Beach Regional Park. The trail segment includes a 110-foot bridge over Cheney Creek.

Project Status / Schedule

The Cheney Creek Bridge Trail (Segment 6C) was completed in July 2008.

Phase 1 - Segments 1B & 1C - Coastal Prairie Trail

The Coastal Prairie Trail (Segments 1B & 1C) starts at Keefe Avenue, continues through Sonoma Coast State Park and ends at the Nicholas Greene Memorial Bell Tower (1.1 miles).



Segment 1C (Northern Coastal Prairie Trail) will be constructed first and will connect the Bodega Bay Community Center to the Bodega Dunes Campground entrance road.

This trail segment includes two boardwalks, an 8-foot-wide trail of stabilized aggregate with shoulders and signage. This phase of construction will include tree removal, brush clearing, and trail mowing for the entire 1.1-mile trail in anticipation of future funding for construction of Phase 1B.

The trail will end in this phase on County land near the existing Nicolas Green Memorial Bell tower monument until completion of the 0.6 mile long Segment 1B.

Project Status / Schedule

Regulatory permits and approvals for the entire Coastal Prairie Trail were received in late 2013. Due to funding constraints, the project will be built in two phases. The Coastal Prairie Trail (Segment 1C) is anticipated to start construction in 2014 completing Segment 1C in 2014 and Segment 1B in 2016.

Phase 2 – Segments 3D-1, 3D-2, 5B & 6B

This 1.6 mile phase of the Bodega Bay Trail starts at Eastshore Road, continues on county tidelands as an elevated boardwalk until it connects to Smith Brothers Road where the trail continues on county and state road right of way to Bird Walk Coastal Access Trail. Environmental and Design work has been started. Additional funding is needed to complete this phase of the project.

Phase 3 – Segment 2B North Harbor Coast Trail

The 0.32 mile trail segment starts at the Bodega Bay Community Center, continues through the Bodega Bay Dunes Campground and ends at Eastshore Road. Environmental and Design work has been started. Additional funding is needed to complete this phase of the project.

Project Status / Schedule

Schedules will be determined as funding permits.

Funding (in thousands):

Phase	Total	Measure M-BP	Other*	Need
0	\$540	\$100	\$440	\$0
1	\$1,483	\$350	\$778	\$355
2	\$2,886	\$0	\$288	\$2,598
3	\$1,800	\$0	\$115	\$1,685
TOTALS	\$6,709	\$450	\$1,621	\$4,638

*OTHER includes County Park Mitigation, Coastal Impact Assistance Program (CIAP), Transportation Development Act (TDA), and State Coastal Conservancy funds.

Measure M Programming Capacity:

Sonoma County Regional Parks has programmed \$450K of the \$950K in Measure M - BP funds identified in the Measure M Expenditure Plan (\$500K remaining) as well as state and federal funding.

Project Sponsors

- Sonoma County Regional Parks
- Sonoma County Public Works (Class II and III bike routes)



BICYCLE AND PEDESTRIAN PROJECTS

FOSS CREEK TRAIL

Expenditure Plan Description:

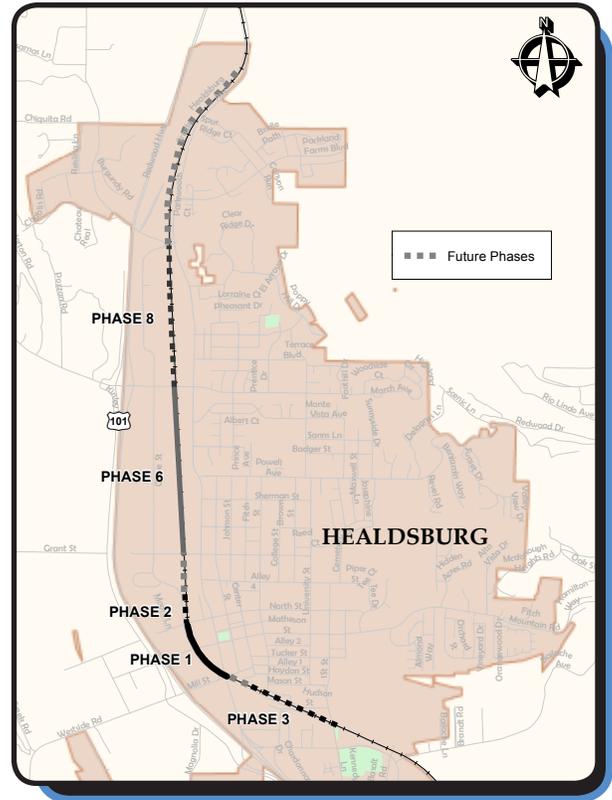
Create a continuous paved pedestrian and bicycle facility (Class I and II) between the City's northern and southern city limits. The path is along Foss Creek and the Northwestern Pacific rail line in places

Additional Project Details:

The ultimate Foss Creek Trail will traverse the full length of the City from its southern boundary to the northern City limits. The pathway will primarily lie with existing railroad right of way along the Foss Creek corridor and connect to several access points along the way.

The proposed improvements include a ten foot wide paved pathway with one and a half foot (1-½') rock shoulders. In some locations the pathway may need to narrow to eight feet or less due to the close proximity of adjacent buildings. A six-foot fence will separate pathway from the railroad. On occasion the path veers away from the rail to accommodate Foss Creek or to connect to neighboring pathways. In such instances where the path veers outside of the rail right of way, there will be no fencing. Other amenities include pathway lighting, bollards and signage at street crossings.

The City is delivering the Foss Creek Trail in phases, as shown below:



Phase 1 - Mill Street to North Street

Project Status / Schedule

Construction was completed in April 2006.

Phase 2 - North Street to Norton Slough

Phase 2 connects the trail to the existing public street and sidewalk at Norton Slough.

Project Status / Schedule

Construction was completed in March 2007.

Phase 3 - Front Street to Rail Depot

Project Status / Schedule

Construction was completed in March 2012.

Phase 6 - West Grant Street to Dry Creek Road

Project Status / Schedule

Construction is expected to start in spring 2014 and be completed by November 2014.

Additional Phases TBD

Project Status / Schedule

The City is working on funding plans and schedule for additional phases.

Project Funding (in thousands):

PHASE	TOTAL	Measure M-BP	OTHER*	NEED
1	\$402	\$380	\$22	\$0
2	\$235	\$215	\$20	\$0
3	\$779	\$541	\$238	\$0
6	\$2,380	\$274	\$2,106	\$0
TBD	TBD	\$0	\$300	TBD
TOTALS	TBD	\$1,410	\$2,686	TBD

*OTHER includes federal earmark, CMA grant funds, Developer Fees and VPMP grant.

Measure M Programming Capacity:

The City of Healdsburg has programmed \$1,410K of the \$3,250K of Measure M - BP funds identified in the Measure M Expenditure Plan (\$1,840K remaining).

Project Sponsors

City of Healdsburg



BICYCLE AND PEDESTRIAN PROJECTS NORTHWESTERN PACIFIC RAILROAD BIKE TRAIL

Expenditure Plan Description:

Work with SMART [Sonoma Marin Area Rail Transit] to build a north-south bike path parallel to the Northwestern Pacific railroad track throughout Sonoma County

Additional Project Details:

SMART will complete National Environmental Policy Act (NEPA) compliance documentation for the entire Sonoma County portion of the project. SMART will also provide complete 100% design for the initial operating segment (IOS) within Sonoma County (Marin/Sonoma border to Railroad Square in Santa Rosa). This will prepare the project path for construction by SMART or other agencies.

Project Status / Schedule

SMART will use the entire \$1 million for NEPA SMART will use the entire \$1 million for NEPA compliance and design of the IOS. In June 2011, SMART applied for advance funding and complete Environmental and Design before FY14/15 when the funds are programmed. NEPA clearance has been underway since 2011 and is expected to be complete in 2014.



Project Funding (in thousands):

TOTAL	MEASURE M-BP	OTHER	NEED
TBD	\$1000	\$367	TBD

*OTHER includes Measure Q funds.

Measure M Programming Capacity:

SMART has programmed all \$1,000K of the Measure M - BP funds identified in the Measure M Expenditure Plan.

Project Sponsors

SMART



BICYCLE AND PEDESTRIAN PROJECTS ACCESS ACROSS 101

Expenditure Plan Description:

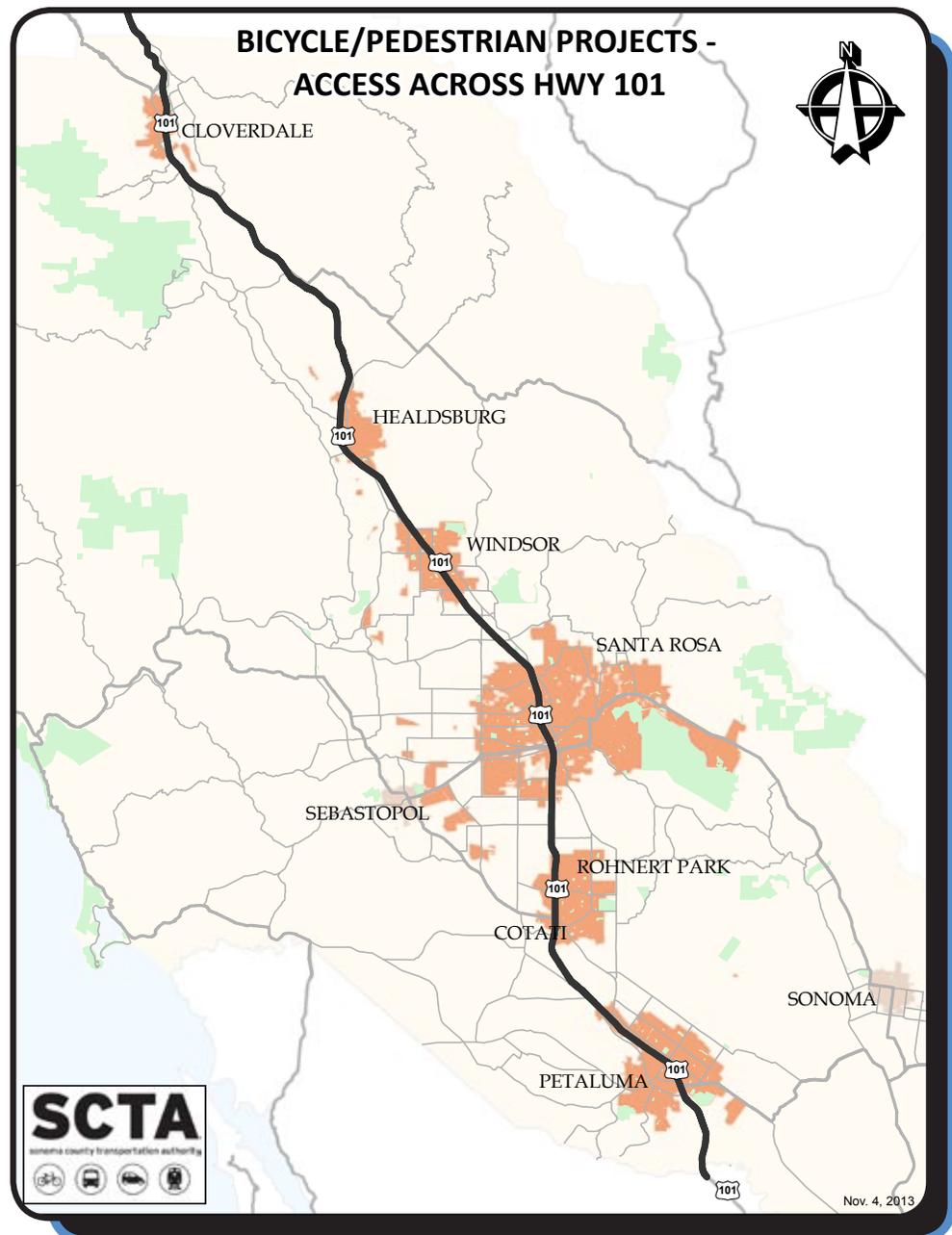
Identify key east-west access points across Highway 101. This funding will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed \$250,000 per jurisdiction.

Additional Project Details:

This project category is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. The only project sponsor to make use of these funds thus far is the City of Santa Rosa for a feasibility study for a Class I multi-use ADA accessible crossing over Highway 101 in the vicinity of Santa Rosa Junior College (Phase 1).

Project Status / Schedule

The City of Santa Rosa completed a feasibility study for a bicycle and pedestrian overcrossing the vicinity of Santa Rosa Junior College (SRJC). The purpose of the study was to evaluate the need of access across 101 and to identify a preferred location/alignment of such an overcrossing. The study has been completed and approved by the City Council on November 30, 2010. The study found that there is a need to provide safe access across Highway 101 for bicyclists and pedestrians, and this need will increase significantly over the next decade. The preferred alignment is the Elliott / Edwards Avenue Corridor near the vicinity of Santa Rosa Junior College. Given the developed urbanized nature of the area, additional right of way is anticipated.



The cost of construction capital is expected to be at least \$10 Million. The City has entered into a cooperative agreement with the Department of Transportation to complete a Project Initiation Document (PID) which will better identify cost and is expected to be completed before July 2014. The Environmental phase will immediately follow the completion of the PID.

Funding (in thousands):

PHASE	TOTAL	MEASURE M-BP	OTHER	NEED
1	\$250	\$250	\$0	\$0
TBD	TBD	\$0	\$0	TBD
TOTALS	TBD	\$250	\$0	\$0

Measure M Programming Capacity:

The City programmed \$250K of the \$1 Million in Measure M - BP funds identified in the Measure M Expenditure Plan. There is \$750K available for other jurisdictions to use on feasibility studies.

Potential Project Sponsors:

- City of Santa Rosa
- City of Petaluma
- City of Cotati
- City of Rohnert Park
- Town of Windsor
- City of Healdsburg
- City of Cloverdale



BICYCLE AND PEDESTRIAN PROJECTS

BICYCLE SAFETY AND EDUCATION

Expenditure Plan Description:

Implement bicycle safety programs focused on educating the public and, in particular, school children.

Additional Project Details:

SCTA has approved two programs to receive funding for this project: Safe Routes to Schools and Bike to Work Day. Safe Routes to Schools creates activities and materials to educate and promote safety through Education, Encouragement, Enforcement, Engineering and Evaluation (Five E's). The Bike to Work Day is designed to encourage commuters to try bicycling to work, school or errands during May and also to increase the public's awareness and respect for bicyclists. The Sonoma County Bicycle Coalition (SCBC) and the Sonoma County Department of Health Services (DHS) are both eligible to receive funding.



Safe Routes to Schools (SRTS)

Implement a program to outreach to schools within Sonoma County in order to increase participation and encourage schools to start their own Safety and Education programs with a goal of increasing walking and bicycle ridership to and from schools and promote healthy and active lifestyles.

Bike to Work (BTW)

Implement a program to increase participation in Bike to Work Day activities and to produce advertisements and promotional material, as well as to promote bicycling as an alternative mode of transportation.

Project Status / Schedule

SCTA began providing Measure M-BP funding to these programs in July 2011. Funds are programmed though the five year period of the Measure M Strategic Plan, ending in June 2018.

Funding (in thousands):

PHASE	Measure M-BP
SCBC SRTS	\$294
DHS SRTS	\$156
SCBC BTW	\$150
TOTALS	\$600

Measure M Programming Capacity:

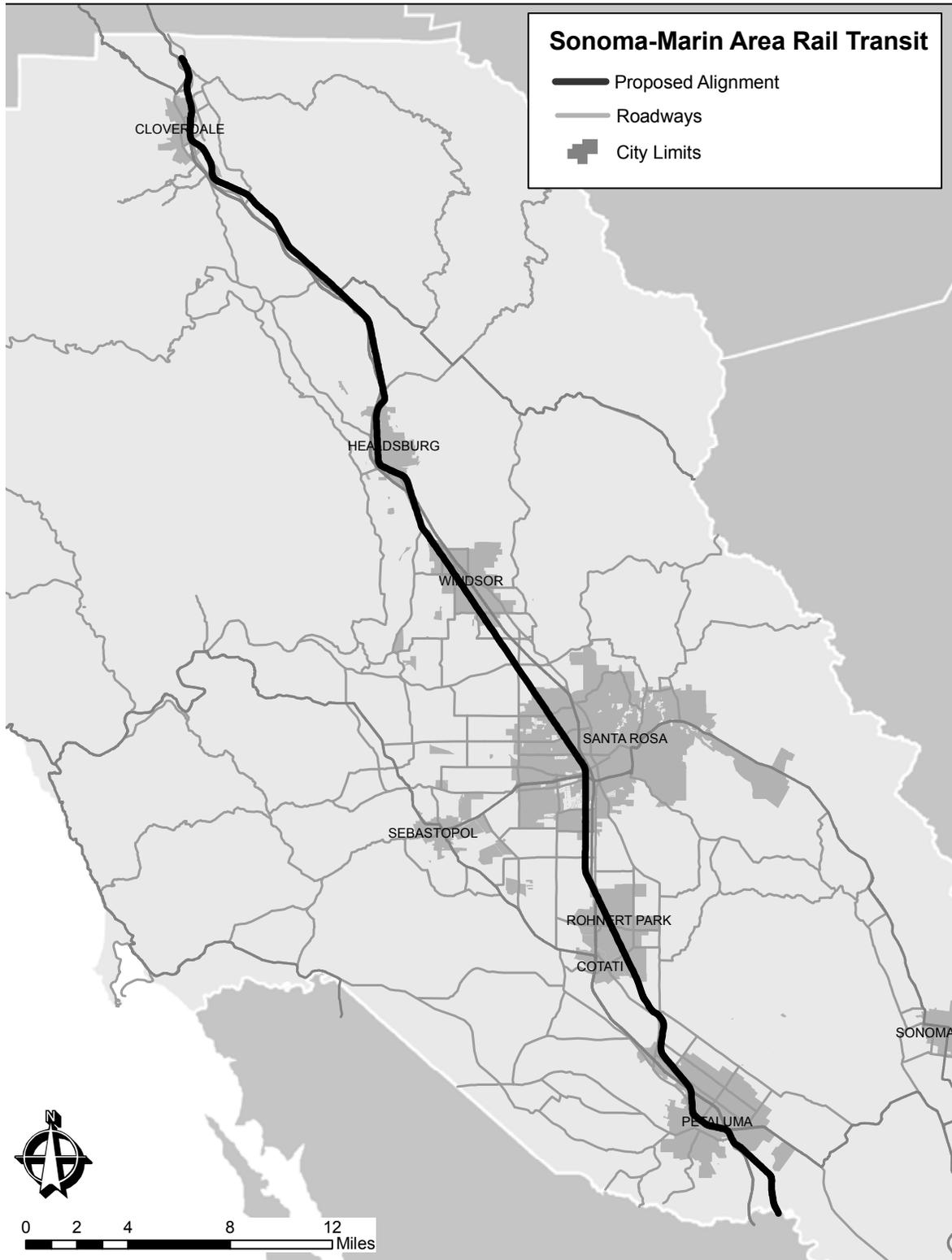
\$600K of the \$1,200K in Measure M - BP funds available from the Measure M Expenditure Plan for this project has been programmed (\$600K remaining).

Project Sponsors

Sonoma County Bicycle Coalition
Sonoma County Department of Health Services



6.4 RAIL PROJECT



RAIL PROJECT

SONOMA MARIN AREA RAIL TRANSIT

Expenditure Plan Description:

Complete initial steps to accelerate the development of passenger rail service for Sonoma and Marin Counties including environmental clearance, final engineering, grade crossing improvements and station site development.

Additional Project Details:

SMART is a passenger rail and bicycle-pedestrian path way project located in Marin and Sonoma counties along the Northwestern Pacific (NWP) rail corridor. The ultimate SMART corridor would provide train service between Larkspur in Marin County to Cloverdale in Sonoma County, a distance of 70-miles. Since the passage of Measure M, which provided an initial fund source for SMART, voters in Marin and Sonoma County passed Measure Q, a 20-year 1/4 cent sales tax dedicated to the SMART project. SMART is being delivered in phases.

Phase 1 or the Initial Operating Segment (IOS) - Downtown San Rafael to North Santa Rosa (42-Miles)

The IOS will have stations at the following ten locations:

- San Rafael - Downtown
- San Rafael - Marin Civic Center
- Novato - Hamilton
- Novato - San Marin / Atherton
- Petaluma - Downtown
- Cotati - East Cotati Avenue
- Rohnert Park - Rohnert Park Expressway
- Santa Rosa - Railroad Square
- Santa Rosa - Guerneville Road
- Santa Rosa - Sonoma County Airport

SMART has purchased 7-two car train sets, each with capacity for 158 seated passengers, 160 standing passengers and 24 bicycles. Trains will operate in both directions every 30-minutes during peak commute hours, with mid-day and

weekend service planned. Trains will reach a top speed of 79 mph, with average speed (including stops) of 40 mph.

Project Status / Schedule:

Construction of the SMART Phase 1 project started in January 2012 with signals replacement and in May 2012 with track reconstruction. Since the 2011 Measure M Strategic Plan, SMART has added several elements within Sonoma County in the Phase 1 project. These elements include two stations (Santa Rosa – Guerneville Road and Sonoma County Airport), 5.9 miles of reconstructed track and new systems work from Santa Rosa Railroad Square north to Airport Boulevard, and purchase of the 7th two car train set to enable frequent services to the two new stations. Phase 1 train service is scheduled to commence in 2016.

Phases TBD

Project Status / Schedule

SMART is working on funding plans and a schedule for delivering additional operational segments of the SMART passenger rail project. In 2013, SMART's Phase 2 South (San Rafael to Larkspur) project has been allowed entry into the Federal Transit Administration's Project Development phase for the "New Starts/Small Starts" program.

Project Funding (in thousands):

PHASE	TOTAL	Measure M-Rail	OTHER	NEED
1-IOS	TBD	\$15,954	TBD	\$0
TBD	TBD	\$0	\$0	TBD
TOTALS	TBD	\$15,954	TBD	TBD

Note: SMART is in the process of updating their financial plan.

Measure M Programming Capacity:

SMART has programmed \$15,954K of Measure M - Passenger Rail funds identified in the Measure M Expenditure Plan. The rail program (5% of Measure M) is currently projected to yield \$21,513K in Measure M (\$5,559K remaining).

Project Sponsor:

SMART



APPENDIX 1

RESOURCES FOR PROJECT SPONSORS



Templates for Annual Reporting letters, Appropriation Requests
and Cooperative Agreements can be found at:
www.sctainfo.org/measure_m_resources.htm





PROJECT SPONSOR'S CHECKLIST

For detailed guidance on Project Development Review, refer to Policy 11, Chapter 4.

SCOPING

- Invite PDM to Scoping Meeting

ENVIRONMENTAL

- Provide PDM with Notice of Preparation
- Notify PDM of proposed mitigation
- Circulate Administrative Draft of Environmental Document to PDM for comment

DESIGN

There are four potential Design reviews. All projects will have a conceptual and final design review. The PDM will determine if Level I and/or Level II reviews are necessary at the end of the conceptual design review.

- Conceptual Review
Schedule 2 weeks prior to requesting appropriation for design
- Level I Review
Need will be determined by PDM
- Level II Review
Need will be determined by the PDM
- Final Design Review
Needed prior to requesting appropriation for construction.

Prior to any Design Review, the project manager of the sponsoring agency should submit the following documents to SCTA for review:

- Background
- Scope
- Schedule
- Estimate
- Financial Plan
- Engineering Plans, Reports, and Specifications
- Summary response to previous SCTA reviews

CONSTRUCTION

Before appropriation of Measure M funds for construction, project sponsors must have completed a 100% Design Review, as defined in Policy 11 Chapter 4.

- Invite PDM to pre-construction meeting with contractor
- Inform PDM of all CCOs where Measure M funds are proposed to be used

**Templates of all Measure M Forms and guidance can be found
online at: <http://www.sctainfo.org>**





APPENDIX 2

MEASURE M TRAFFIC RELIEF ACT FOR SONOMA COUNTY





VOTER'S PAMPHLET

MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)

Arguments in support of, or in opposition to, the proposed laws are the opinions of the authors.

COUNTY OF SONOMA MEASURE M

M **TRAFFIC RELIEF ACT FOR SONOMA COUNTY:** To maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bike/pedestrian routes, shall the Sonoma County Transportation Authority be authorized to levy a 1/4 cent retail transactions and use tax for a period not to exceed 20 years, spend money raised by the tax on the projects proposed, and issue bonds to finance the projects?

COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE M

This measure proposes a 1/4 percent increase in the current sales tax rate (an increase of 1/4 cent on each dollar spent on taxable items) to fund a list of local traffic relief and transportation improvement projects.

The revenue raised from the tax would be committed to funding the following improvements and goals:

- 1) Maintain and expand the existing transportation system, by widening Highway 101, improving interchanges, fixing potholes and maintaining local streets and roads, relieving traffic congestion on key corridors, completing initial steps necessary to establish a passenger rail system, expanding the local bus system, and building safe bike and pedestrian routes.
- 2) Make the transportation system easy to use with efficient connections between buses, the future rail service, the freeway, and local roads and bike routes.
- 3) Use local revenue to become a "self-help" county and leverage state and federal funding for transportation needs.
- 4) Enhance safety in all aspects of the transportation system.
- 5) Improve the mobility of all residents, especially seniors and people with disabilities.
- 6) Help meet the unique local transportation needs of each community in Sonoma County.

Specific projects are listed in the Expenditure Plan adopted by the Sonoma County Transportation Authority, which is set out in full in the voter information pamphlet. Before any specific project could be initiated, any necessary environmental review of the project would be completed. Estimated costs in the Expenditure Plan include the cost of such environmental review.

The California Constitution requires any agency that spends tax revenue to establish a "spending limit," which restricts the amount of revenue an agency can spend over time. The ordinance establishes an initial annual spending limit of \$30 million for the Authority. The ordinance also specifies that the Authority may issue bonds, to be repaid by future tax revenue, to expedite completion of projects listed in the Expenditure Plan.

The tax would be collected at the same time and in the same manner as current sales tax. Collection would begin on April 1, 2005, and would continue for a period of twenty (20) years. The tax will only be imposed if it is approved by 2/3 of the voters voting on the measure.

STEVEN WOODSIDE
County Counsel

By: s/ Kathleen Larocque
Deputy County Counsel

The preceding statement is an Impartial Analysis of Measure M. The Full Text of Measure M (as well as the Expenditure Plan) has been printed in a Supplemental Voter Information Pamphlet. The Supplemental Pamphlet is being mailed separately to each registered voter. If you do not receive the Supplemental Pamphlet, or desire an additional copy, please call the Sonoma County Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE toll free, and a copy will be mailed at no cost to you.

COUNTY AUDITOR'S FISCAL IMPACT STATEMENT – MEASURE M

Revenues:

This measure increases the sales tax collected in Sonoma County by 1/4 of one percent (.25%) for twenty (20) years to fund highway improvements discussed in the "Expenditures" section below. Currently, the sales tax in Sonoma County is 7.5%. This measure would increase the current sales tax to 7.75%. This increase would remain in effect for no longer than twenty (20) years.

Based on current sales tax collections, historical annual growth in sales tax, and the assumption that the tax will remain in effect for twenty (20) years, the Auditor-Controller estimates the sales tax collected, annually, under this measure will be approximately \$17 million to \$30 million.

Proceeds from this sales tax shall be deposited in a special account under the control of the Sonoma County Transportation Authority, and shall be spent only to implement the projects in the Expenditure Plan below. The Chief Fiscal Officer of the Sonoma County Transportation Authority shall annually report the amount of proceeds collected and expended.

Expenditures:

The revenues generated by this measure are available solely for traffic relief goals and improvements set out in detail in the Expenditure Plan, and summarized below:

- 1) Maintain and expand the existing transportation system by widening Highway 101, improving interchanges, fixing potholes and maintaining local streets and roads, relieving traffic congestion on key corridors, establishing a passenger rail system, expanding the local bus system, and building safe bike and pedestrian routes.
- 2) Make the transportation system easy to use with efficient connection between buses, the future rail service, the freeway, and local roads and bike routes.
- 3) Use local revenue to become a "self help" county and leverage state and federal funding for transportation needs.
- 4) Enhance safety in all aspects of the transportation system.
- 5) Improve the mobility of all residents, especially seniors and people with disabilities.
- 6) Help meet the unique local transportation needs of each community in Sonoma County.

The total transportation improvement expenditures would equal the estimated revenue above. However, the transportation improvement expenditures could be in excess of the estimated revenues because the Sonoma County Transportation Authority's able to use this local revenue to obtain additional state and federal funding.

Bonds:

This measure would authorize the Sonoma County Transportation Authority to issue bonds to finance projects included in the Expenditure Plan summarized above. The maximum bonded indebtedness, including issuance cost, interest, and bonding structure costs shall not exceed the total amount of proceeds from this sales tax.

In accordance with the Elections Code, the scope of this fiscal impact analysis has been limited to the measure's effect on revenues and expenditures. It does not address larger countywide fiscal issues such as the measure's effect on the overall County economy.

s/ Rodney A. Dole
Sonoma County Auditor-Controller

The preceding statement is a Fiscal Impact Statement regarding Measure M. The Expenditure Plan for Measure M (as well as the Full Text) has been printed in a Supplemental Voter Information Pamphlet. The Supplemental Pamphlet is being mailed separately to each registered voter. If you do not receive the Supplemental Pamphlet, or desire an additional copy, please call the Sonoma County Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE toll free, and a copy will be mailed at no cost to you.



VOTER'S PAMPHLET

MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)

Arguments in support of, or in opposition to, the proposed laws are the opinions of the authors.

ARGUMENT IN FAVOR OF MEASURE M

Measure M means getting Sonoma County moving!

M = local street repairs: Potholes repaired. Local streets maintained. And neighborhood congestion reduced.

M = widening 101: Measure M will accelerate the widening of Highway 101. More lanes means more time with our families and less time stuck on the road.

M = much, much more: New passenger rail development. Safe new bicycle and pedestrian routes. New freeway interchanges. Improved local bus services.

M = more accountability: Every 1/4 cent raised by Measure M must be spent on these specific projects. No pet projects for politicians or developers.

M = 1/4 cent: Measure M is half the cost of what other counties have raised and spent. And it's twice as efficient.

M = matching funds: Measure M will double our money with matching funds from the state and federal governments. That's our money! And Measure M gets us our share!

A better local economy needs a better transportation system. And Measure M gives it to us.

Let's get Sonoma County moving. Yes on Measure M!

SC TRANSPORTATION LAND USE COALITION s/ Raymond M. Mulas
s/ George Ellman, Chair Emeritus Dairyman/Local Firefighter

s/ Mike Reilly s/ Bill Cogbill
5th District Supervisor Sheriff-Coroner

s/ Mari Featherstone
Small Business Owner

REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE M

Proponents of this tax say, "Measure M will double our money with matching funds." We consider this to be a lie intended to deceive the voting public. If measure M would generate \$470 million over twenty years, we know of no law that would require either the state or federal government to provide Sonoma County with an extra \$470 million to match it. Proponents themselves tell us that any proposition M money that would be used for local road maintenance would not be matched by the state since the state does not match local road maintenance expenditures. We have no reason to believe the \$47 million that would go to subsidize the bus system would get the county an extra \$47 million from the state either.

Ms. Featherstone, who signed the argument in favor of this tax, has on previous occasions spoken in favor of higher taxes and against developer fees. She likes the idea of developer fees being low and taxes being high. We suspect she is more an advocate for developer interests rather than an advocate for small business interests.

In the case of the Sheriff, Mr. Cogbill, all we have is another over-paid public official endorsing a tax increase. What does he know about the cost effectiveness of rail transportation or the soundness of increasing the bus subsidy? If the passenger rail system were completed what would the resulting cost per passenger mile be, Mr. Cogbill? What is that critical number?

REDWOOD EMPIRE TAX COMMITTEE
s/ William W. Pisenti, President

ARGUMENT AGAINST MEASURE M

If this quarter cent sales tax increase were approved County Supervisors say it will provide \$23 million to keep the passenger rail plan alive until 2006 when they will put an additional tax measure on the ballot. This is another example of the poor judgment of our elected officials. Their rail project would be a giant money sink. It has been described as "the train to nowhere" and would provide convenient transportation to and from work for practically no-one. People who would not use a train should not be stuck paying a tax to subsidize one.

There are other reasons we ask that you vote against this tax including the fact that \$47 million would go to the bus system. Buses are already heavily subsidized by tax dollars and there is no reason to ask us to pay more to increase the subsidy. If buses are so great let them pay their own way.

We expect this tax to be endorsed by the so-called "development community." This is also suspicious. What would their motive be? Do they see this tax as a way to speed development? Are the taxpayers being asked to, in effect, subsidize growth by paying for infrastructure expansions necessary to accelerate growth?

We already pay adequate taxes for roads with gas taxes exceeding 40 cents per gallon. If the state and federal governments did not cheat us out of our fair share of this money we would have the roads and highways we deserve. Raising taxes at the local level is not an appropriate response. Our representatives in Sacramento and Washington should work more effectively to return a fair share of the gas taxes we pay to this county.

REDWOOD EMPIRE TAX COMMITTEE
s/ William W. Pisenti, President

REBUTTAL TO ARGUMENT AGAINST MEASURE M

Measure M is a responsible, no frills plan that tackles Sonoma County's most critical transportation problems.

Unlike the transportation measures that failed in the past, Measure M commits to prudent investments in specific projects throughout the county that will ease congestion, improve safety and provide alternatives to those who cannot or choose not to drive cars.

Measure M means local control. Forty percent of the funds will be distributed throughout the county for street maintenance and projects to reduce accidents and improve traffic flow.

Another 40 percent will provide matching funds to unclog decades-old bottlenecks on Highway 101.

Measure M will also provide express bus service for commuters, additional bus service at night and transit for seniors and the disabled. These are critical services for citizens who have no alternatives.

Measure M means more choices—safe bicycle routes throughout the county and a reasonable investment in passenger rail. Taxpayers can decide later how they want to fund the regional SMART rail system.

Measure M means more return on our tax dollars. New federal and state funds will flow to Sonoma County because we will have local matching funds. Now they go to other counties that have already passed similar self-help measures.

Because it is a better plan, environmental groups, transit and bicycle advocates and others who opposed previous measures support Measure M.

The community deserves better transportation. Measure M is a responsible, no frills plan that will deliver the transportation projects we need. Join us in supporting Measure M.

s/ Steven Hood, Chief s/ Ken Wells
Petaluma Police Department Bicycle Advocate
s/ Leonard Swenson s/ Jack H. Frost, Captain
Retired Teacher Timber Cove Fire Department

NORTHBAY LABOR COUNCIL
s/ Michael Allen, President





COUNTY OF SONOMA

CONSOLIDATED GENERAL ELECTION
TUESDAY, NOVEMBER 2, 2004

Supplemental Voter Information Pamphlet

Compiled and Distributed by Sonoma County Registrar of Voters

IMPORTANT NOTICE – Your Polling Place may have changed. The location of your polling place for this election is printed on the back cover of this pamphlet and on the back cover of your Sample Ballot.

This Supplemental Voter Information Pamphlet includes the Full Text and Expenditure Plan of Measure M and is being sent in addition to your regular Sample Ballot and Voter Information Pamphlet. Counsel's Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot booklet. If you do not receive a Sample Ballot please call the Registrar of Voters Office (telephone numbers below).

On Election Day – Tuesday, November 2, 2004 – polls will be open from 7 a.m. until 8 p.m.
For Election Night results on the Internet: <http://www.sonoma-county.org/vote>

Sonoma County Registrar of Voters
435 Fiscal Dr., P.O. Box 11485, Santa Rosa, CA 95406-1485
(707) 565-6800 or toll free 1-(800) 750-VOTE (8683)



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, CONT.

Section 6. PLACE OF SALE. For the purposes of this ordinance, 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 State Board of Equalization.

Section 7. USE TAX RATE. An excise 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 ordinance for storage, use or other consumption in said territory at the rate of 1/4 of 1 percent (0.25%) 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.

Section 8. ADOPTION OF PROVISIONS OF STATE LAW. Except as otherwise provided in this ordinance and except insofar as they are inconsistent with the provisions of Part 1.6 of Division 2 of the Revenue and Taxation Code, all of the provisions of Part 1 (commencing with Section 6001) of Division 2 of the Revenue and Taxation Code are hereby adopted and made a part of this ordinance as though fully set forth herein.

Section 9. LIMITATIONS ON ADOPTION OF STATE LAW AND COLLECTION OF USE TAXES. In adopting the provisions of Part 1 of Division 2 of the Revenue and Taxation Code:

A. Wherever the State of California is named or referred to as the taxing agency, the name of this Authority shall be substituted therefor. However, the substitution shall not be made when:

1. The word "State" is used as a part of the title of the State Controller, State Treasurer, State Board of Control, State Board of Equalization, State Treasury, or the Constitution of the State of California;

2. The result of that substitution would require action to be taken by or against this Authority or any agency, officer, or employee thereof rather than by or against the State Board of Equalization, in performing the functions incident to the administration or operation of this Ordinance.

3. In those sections, including, but not necessarily limited to sections referring to the exterior boundaries of the State of California, where the result of the substitution would be to:

a. Provide an exemption from this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not otherwise be exempt from this tax while such sales, storage, use or other consumption remain subject to tax by the State under the provisions of Part 1 of Division 2 of the Revenue and Taxation Code, or;

b. Impose this tax with respect to certain sales, storage, use or other consumption of tangible personal property which would not be subject to tax by the state under the said provision of that code.

4. In Sections 6701, 6702 (except in the last sentence thereof), 6711, 6715, 6737, 6797 or 6828 of the Revenue and Taxation Code.

B. The word "County" shall be substituted for the word "State" in the phrase "retailer engaged in business in this State" in Section 6203 and in the definition of that phrase in Section 6203.

Section 10. 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 ordinance.

Section 11. EXEMPTIONS, EXCLUSIONS, AND CREDITS.

A. There shall be excluded from the measure of the transactions tax and the 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.

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

1. 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.

2. Sales of property to be used outside the County which is shipped to a point outside the County, 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 County shall be satisfied:

a. 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-County 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

b. With respect to commercial vehicles, by registration to a place of business out-of-County and declaration under penalty of perjury, signed by the buyer, that the vehicle will be operated from that address.

3. 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 ordinance.

4. 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 ordinance.

5. For the purposes of subparagraphs (3) and (4) 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.

C. There are exempted from the use tax imposed by this ordinance, the storage, use or other consumption in this County of tangible personal property:

1. The gross receipts from the sale of which have been subject to a transactions tax under any state-administered transactions and use tax ordinance.

2. 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.

3. 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 ordinance.

4. 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

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, CONT.

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 ordinance.

5. For the purposes of subparagraphs (3) and (4) 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.

6. Except as provided in subparagraph (7), a retailer engaged in business in the County 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 County or participates within the County 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 County or through any representative, agent, canvasser, solicitor, subsidiary, or person in the County under the authority of the retailer.

7. "A retailer engaged in business in the County" shall also 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 County.

D. Any person subject to use tax under this ordinance may credit against that tax any transactions tax or reimbursement for transactions tax paid to a County 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.

Section 12. AMENDMENTS. All amendments subsequent to the effective date of this ordinance to Part 1 of Division 2 of the Revenue and Taxation Code relating to sales and use taxes and which are not inconsistent with Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, and all amendments to Part 1.6 and Part 1.7 of Division 2 of the Revenue and Taxation Code, shall automatically become a part of this ordinance, provided however, that no such amendment shall operate so as to affect the rate of tax imposed by this ordinance.

Section 13. 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 ordinance, 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.

Section 14. ESTABLISHMENT OF APPROPRIATIONS LIMIT. Taking into account the proceeds of taxes available to the Authority, including tax revenue that would become available upon approval of this ordinance, the appropriations limit of the Sonoma County Transportation Authority for fiscal year 2004-2005 is established as \$30 million, unless that amount should be amended pursuant to applicable law.

Section 15. ADOPTION OF EXPENDITURE PLAN AND ACCOUNTABILITY FOR EXPENDITURE OF PROCEEDS OF THE TAX. The Board hereby adopts the Expenditure Plan attached hereto and incorporated into this ordinance by reference. Proceeds of the tax imposed by this ordinance shall be placed in a special account, and shall be spent only to implement the projects set forth in the Expenditure Plan, including planning, engineering, environmental review, and construction of such projects.

Section 16. ESTABLISHMENT OF BONDING AUTHORITY. The Authority is authorized to issue bonds for the purposes of advancing the commencement of or expediting the delivery of transportation programs or projects set forth in the Expenditure Plan. The Authority may issue limited tax bonds, from time to time,

to finance any program or project in the Plan. The maximum bonded indebtedness, including issuance costs, interest, reserve requirements, and insurance, shall not exceed the total amount of the proceeds anticipated to be collected by imposition of this transactions and use tax. All costs associated with the issuance of such bonds shall be accounted for within the program category in which the bond proceeds are used. The bonds shall be payable solely from the proceeds of the retail transactions and use tax, and may be issued any time before expiration of the tax.

Section 17. ANNUAL REPORT. The Chief Fiscal Officer of the Sonoma County Transportation Authority shall annually cause to be prepared a report setting forth (a) the amount of funds collected and expended; and (b) the status of any projects authorized to be funded in the Expenditure Plan adopted by the Authority in Section 15 herein.

Section 18. COMPLIANCE WITH CALIFORNIA ENVIRONMENTAL QUALITY ACT (CEQA). Pursuant to the State CEQA Guidelines Section 15378(b)(4), adoption of this retail transactions and use tax ordinance and Expenditure Plan is not a "project" subject to the requirements of CEQA. Prior to commencement of any project included in the Expenditure Plan, any necessary environmental review required by CEQA shall be completed. Estimated costs in the Expenditure Plan include the cost of such environmental review.

Section 19. REQUEST TO CALL ELECTION. The Authority requests the Board of Supervisors to call an election for the approval of this ordinance, consolidated with the general election of November 2, 2004. The question to appear on the ballot shall read:

TRAFFIC RELIEF ACT FOR SONOMA COUNTY: To maintain local streets, fix potholes, accelerate widening Highway 101, improve interchanges, restore and enhance transit, support development of passenger rail, and build safe bike/pedestrian routes, shall the Sonoma County Transportation Authority be authorized to levy a 1/4 cent transactions and use tax for a period not to exceed 20 years, spend money raised by the tax on the projects proposed, and issue bonds to finance the projects?

Section 20. SEVERABILITY. If any provision of this ordinance or the application thereof to any person or circumstance is held invalid, the remainder of the ordinance and the application of such provision to other persons or circumstances shall not be affected thereby.

Section 21. EFFECTIVE DATE. This ordinance relates to the levying and collecting of the County transactions and use taxes and shall take effect immediately upon the close of the polls on November 2, 2004, if the measure is approved by two-thirds of the electors voting on the measure at the election held that day.

Section 22. TERMINATION DATE. The authority to levy the tax imposed by this ordinance shall expire twenty (20) years from the operative date of this ordinance.

PASSED AND ADOPTED by the Sonoma County Transportation Authority, in the County of Sonoma, in the State of California, on July 19, 2004, by the following vote:

AYES: Chair Paul Kelley, Vice Chair Bob Jehn, Directors: Steve Allen, Bob Blanchard, Patricia Gilardi, Mike Kerns, Lisa Schaffner, Tim Smith, and Vicki Vidak-Martinez

NOES: Director Joe Costello, and Alternate Craig Litwin

ABSENT: Director Mike Healy

s/ Paul Kelley
SCTA Chairperson

Attest:

s/ Suzanne Wilford
Clerk of the Board

CONT. NEXT PAGE



**SUPPLEMENTAL VOTER'S PAMPHLET
FULL TEXT OF MEASURE AND EXPENDITURE PLAN**

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE.

**Traffic Relief Act For
Sonoma County**

Expenditure Plan

Sonoma County Transportation Authority

Approved June 28, 2004



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, CONT.

TRAFFIC RELIEF ACT
FOR SONOMA COUNTY
EXPENDITURE PLAN

Executive Summary

Traffic Relief Act for Sonoma County Expenditure Plan
A 1/4 cent sales tax for 20 years, dedicated to transportation.

A. Fix Potholes, Maintain Streets and Keep Traffic Moving – 40%

20% will fund pothole repair and street maintenance.

Jurisdiction	Population/ Road Mile Percentage	Sales Tax Funding
Cloverdale	1.2%	\$ 1,090,662
Cotati	1.2%	\$ 1,089,163
Healdsburg	2.2%	\$ 2,033,038
Petaluma	8.9%	\$ 8,329,202
Rohnert Park	6.3%	\$ 5,902,766
Santa Rosa	26.8%	\$ 25,180,759
Sebastopol	1.3%	\$ 1,252,038
Sonoma	1.6%	\$ 1,528,926
Windsor	3.8%	\$ 3,527,091
Sonoma County	46.9%	\$ 44,066,353
Estimated Total	100.0%	\$ 94,000,000

20% will fund safety projects, relieve traffic and fix bottlenecks.

Project	Sales Tax Money To Be Used for Match	Developer Fees & Gas Tax Money
Penngrove Improvements, including Rail Road Interchange	\$ 19,000,000	\$ 19,000,000
Fulton Road Improvements and Interchange at Route 12	\$ 19,000,000	\$ 19,000,000
Airport Blvd Improvements and Interchange at Hwy 101	\$ 15,000,000	\$ 15,000,000
Old Redwood Hwy Interchange	\$ 10,000,000	\$ 10,000,000
Farmers Lane Extension	\$ 10,000,000	\$ 10,000,000
Hearn Avenue Interchange	\$ 9,000,000	\$ 9,000,000
Route 121/116 & Arnold Drive	\$ 7,000,000	\$ 7,000,000
Forestville Bypass	\$ 2,000,000	\$ 2,000,000
Bodega Highway	\$ 1,000,000	\$ 1,000,000
River Road	\$ 1,000,000	\$ 1,000,000
Mark West Springs Road	\$ 1,000,000	\$ 1,000,000
Estimated Total	\$ 94,000,000	\$ 94,000,000

B. Highway 101 Improvements – 40%

Provide matching funds to complete widening from the county line to Windsor.

Project	Sales Tax Money To Be Used for Match	State & Federal Gas Tax Money
Rohnert Park Area	\$ 40,000,000	–
Santa Rosa to Windsor	\$ 50,000,000	\$ 55,000,000
Petaluma to Rohnert Park	\$ 50,000,000	\$ 55,000,000
Petaluma Area	\$ 25,000,000	\$ 50,000,000
South of Petaluma	\$ 10,000,000	\$ 115,000,000
Design, Plans & Financing	\$ 13,000,000	\$ 12,000,000
Estimated Total	\$ 188,000,000	\$ 287,000,000

C. Bus, Rail and Bicycle & Pedestrian – 19%

Bus Service – \$47,000,000: more service throughout county including express bus, evening service and transit for seniors and disabled.

Passenger Rail – \$23,000,000: Develop station sites, improve rail crossings on local roads, final engineering.

Provide safe bike routes throughout the cities and County – \$19,000,000.

One percent of the revenue is allocated for administration, project management and audits.

I. TRANSPORTATION VISION

Through a public process involving the cities, Sonoma County, Caltrans and members of the public, the Sonoma County Transportation Authority has developed a transportation strategy for our county. The key components include:

- Maintain and expand our existing transportation system:
 - Widen Highway 101,
 - Improve interchanges,
 - Fix potholes and maintain local streets and roads,
 - Relieve traffic congestion on key corridors,
 - Establish a passenger rail system,
 - Expand the local bus system, and
 - Build safe bike and pedestrian routes
- Make the transportation system easy to use with efficient connections between buses, the future passenger rail service, the freeway, and local roads and bike routes.
- Use local money to become a "self-help" county and leverage state and federal funding for transportation needs.
- Enhance safety in all aspects of the transportation system.
- Improve the mobility of all residents, especially seniors and people with disabilities.
- Help meet the unique local transportation needs of each community in Sonoma County.

These broad themes have been translated into specific programs and projects to create the Traffic Congestion Relief Act for Sonoma County.

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

II. EXPENDITURE PLAN SUMMARY

Traffic Relief Act for Sonoma County

The Traffic Relief Act for Sonoma County provides for investment in three program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$470 million (in 2004 dollars) over a 20-year period.

Program Category	Percent Share	20-Year Estimated Revenue
1. Local Streets & Roads	40%	\$188 Million
2. Highway 101	40%	\$188 Million
3. Transit, Passenger Rail, Bikes	19%	\$ 89 Million

One percent of the revenue is allocated for administration, project management and audits.

Detail on the specific projects within each program category is provided in the Project Description section of this document. A summary chart with projects and programs is attached to this plan as **Appendix A**.

Oversight and Administration

The implementation of the Traffic Relief Act for Sonoma County will be the responsibility of the Sonoma County Transportation Authority. The SCTA is composed of twelve elected officials: a representative from each of the nine cities in Sonoma County and three members of the Sonoma County Board of Supervisors.

The SCTA will be responsible for developing and updating a strategic plan to guide allocation decisions and project delivery. The SCTA will develop the initial strategic plan by July 1, 2005, and prepare and update it at least every five years during the term of the plan.

The Citizens Advisory Committee established under the original ordinance that created the SCTA will serve as an independent oversight body that will advise the SCTA on the administration of the Traffic Relief Act for Sonoma County and report to the public via annual audits of the Act.

The SCTA will work closely and cooperatively with the California Department of Transportation (Caltrans) and the Metropolitan Transportation Commission (MTC) on programming state and federal grants to match funding from the Traffic Relief Act for Sonoma County for programs and projects. These partnerships will help to maximize the state and federal funds that can be leveraged with a local source of funds and to deliver projects in a timely manner.

III. GOALS AND OBJECTIVES

The programs and projects contained in the Traffic Relief Act for Sonoma County are based upon the *2004 Comprehensive Transportation Plan* developed by the Sonoma County Transportation Authority. The *2004 Comprehensive Transportation Plan* identifies goals related to the movement of people and goods through the improvement and maintenance of all modes of transportation. These goals are further supported by specific objectives for different geographic areas of the County. These goals and objectives are reflective of public feedback heard in workshops and at outreach events throughout the County. Taken together, these goals and objectives create the strategy through which Sonoma County can shape its transportation future. A complete list of the goals and objectives is attached to this plan as **Appendix B**.

IV. PROJECT DESCRIPTIONS

The Traffic Relief Act for Sonoma County has three program categories that have been divided into specific projects. The expenditure plan calls for a specific percentage of revenue to be allocated to each of the categories and the funding then distributed to the proposed list of projects. The lists below do not reflect priority order.

A. Local Streets & Roads – Pothole Repair & Congestion Relief

Fixing potholes and maintaining local streets and roads is a central focus of the Traffic Relief Act for Sonoma County. Approximately \$94 million (or 20% of the sales tax revenue) will be used by cities and the County to fix existing roads and keep them maintained. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology and system implementation, and appropriate safety measures. These components of a road project are eligible for sales tax revenue. Below is a chart that shows how much each jurisdiction can anticipate receiving from the Traffic Relief Act for Sonoma County.

Jurisdiction	Population/Road Mile Percentage	Estimated Funding
Cloverdale	1.2%	\$ 1,090,662
Cotati	1.2%	\$ 1,089,163
Healdsburg	2.2%	\$ 2,033,038
Petaluma	8.9%	\$ 8,329,202
Rohnert Park	6.3%	\$ 5,902,766
Santa Rosa	26.8%	\$ 25,180,759
Sebastopol	1.3%	\$ 1,252,038
Sonoma	1.6%	\$ 1,528,926
Windsor	3.8%	\$ 3,527,091
Sonoma County	46.9%	\$ 44,066,353
Total	100.0%	\$ 94,000,000

In addition to maintaining local roads the Traffic Relief Act for Sonoma County will provide approximately \$94 million (or 20% of the sales tax revenue) for traffic congestion relief projects. The following projects have been identified as high priority needs but they are not listed in priority order. All of these projects will require environmental review, engineering and matching funds before they can be constructed. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology and system implementation, and appropriate safety measures. These components of a road project are eligible for sales tax revenue.

- 1. Penngrove Improvements including Railroad Avenue Interchange**
Estimated Total Cost: \$38,000,000
Estimated Sales Tax Share: \$19,000,000
Implementing Agency: County of Sonoma, Caltrans and SCTA
Project Description: This project will include providing access to Highway 101 at Railroad Avenue. The project will improve circulation and access, while also relieving congestion in the Penngrove area.
- 2. Airport Blvd. Improvements & Airport Blvd. Interchange**
Estimated Total Cost: \$30,000,000
Estimated Sales Tax Share: \$15,000,000
Implementing Agency: County of Sonoma, Caltrans and SCTA
Project Description: This project will signalize and widen Airport Blvd. from Sonoma County Airport over Highway 101 to Old Redwood Highway. The project would also extend Brickway from Laughlin Road to River Road as a congestion relief measure for the Airport Blvd. interchange.
- 3. Highway 121/116 Intersection Improvements & Arnold Drive Improvements**
Estimated Total Cost: \$14,000,000
Estimated Sales Tax Share: \$7,000,000
Implementing Agency: County of Sonoma and Caltrans
Project Description: This project would remove a right turn lane and install a traffic signal at the intersection of Highway 121 and 116. The pro-

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

ject would relocate the park and ride lot, replace the Yellow Creek Bridge, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The capacity of the park and ride lot would be increased from 47 spaces to 94 parking spaces. The Arnold Drive improvements would include adding traffic signals and center turn lanes at various locations. This project is both a congestion relief and safety project.

4. **Fulton Road Improvements and Fulton Road Interchange at Route 12**
Estimated Total Cost: \$38,000,000
Estimated Sales Tax Share: \$19,000,000
Implementing Agency: County of Sonoma, City of Santa Rosa and Caltrans
Project Description: This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.
5. **Forestville Bypass**
Estimated Total Cost: \$4,000,000
Estimated Sales Tax Share: \$2,000,000
Implementing Agency: County of Sonoma and Caltrans
Project Description: This project would realign an "S" curve on Highway 116 and construct minor widening and signalization at the intersections of Highway 116/Packing House and Highway 116/Mirabel. The project would relieve congestion through downtown Forestville and improve safety.
6. **Old Redwood Highway Interchange in Petaluma**
Estimated Total Cost: \$20,000,000
Estimated Sales Tax Share: \$10,000,000
Implementing Agency: City of Petaluma, Caltrans and SCTA
Project Description: This project would construct a replacement interchange for the Old Redwood Highway/101 interchange with wider ramps, wider over-crossing, and better signalization. This project is both a safety and congestion relief project.
7. **Hearn Avenue Interchange Improvements in Santa Rosa**
Estimated Total Cost: \$18,000,000
Estimated Sales Tax Share: \$9,000,000
Implementing Agency: City of Santa Rosa, Caltrans and SCTA
Project Description: This project would widen the Hearn Avenue Bridge; add turn lanes and widen the Santa Rosa Avenue approaches to the Hearn interchange and realign the ramps on the west side of the interchange.
8. **Farmers Lane Extension**
Estimated Total Cost: \$20,000,000
Estimated Sales Tax Share: \$10,000,000
Implementing Agency: City of Santa Rosa
Project Description: This project would extend Farmers Lane from Bellevue Avenue to Petaluma Hill Road and would relieve congestion on all adjacent arterials as well as provide additional east-west access through Santa Rosa.
9. **Bodega Highway Improvements west of Sebastopol**
Estimated Total Cost: \$2,000,000
Estimated Sales Tax Share: \$1,000,000
Implementing Agency: County of Sonoma
Project Description: This project would straighten curves near Occidental and add turn pockets where needed. This is a safety project.
10. **Mark West Springs Road in northeast Sonoma County**
Estimated Total Cost: \$2,000,000
Estimated Sales Tax Share: \$1,000,000
Implementing Agency: County of Sonoma
Project Description: This project would add shoulders and turn pockets on Mark West Springs Road.

11. River Road Improvements

Estimated Total Cost: \$2,000,000

Estimated Sales Tax Share: \$1,000,000

Implementing Agency: County of Sonoma

Project Description: This project would straighten a curve west of Mirabel Road near Guerneville, add shoulders and add turn pockets.

B. Highway 101

Widening Highway 101 to three lanes in each direction will require help from state and federal sources. With local tax revenue, Sonoma County will become a "self-help" county and Sonoma County Transportation Authority will be able to leverage more state and federal money and build the Highway 101 projects much more quickly. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology and system implementation, and appropriate safety measures. These components of a highway project are eligible for sales tax revenue.

1. **Rohnert Park – Santa Rosa Avenue to Rohnert Park Expressway**
Estimated Total Cost: \$40,000,000
Estimated Sales Tax Share: \$40,000,000
Implementing Agency: Caltrans and SCTA
Project Description: This project would add one carpool lane in each direction through Rohnert Park and includes the re-construction of the Wilfred Avenue Interchange and the local roadways in the interchange area.
2. **Old Redwood Highway in Petaluma to Rohnert Park Expressway**
Estimated Total Cost: \$105,000,000
Estimated Sales Tax Share: \$50,000,000
Implementing Agency: Caltrans and SCTA
Project Description: This project would add one carpool lane in each direction between Petaluma and Rohnert Park and a northbound truck-climbing lane between Petaluma and Cotati. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.
3. **Steele Lane in Santa Rosa to Windsor River Road in Windsor**
Estimated Total Cost: \$105,000,000
Estimated Sales Tax Share: \$50,000,000
Implementing Agency: Caltrans and SCTA
Project Description: This project would add one carpool lane in each direction between Steele Lane in Santa Rosa and Windsor River Road in Windsor. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where needed. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.
4. **Petaluma – Petaluma River Bridge to Old Redwood Highway**
Estimated Total Cost: \$50,000,000
Estimated Sales Tax Share: \$25,000,000
Implementing Agency: Caltrans and the SCTA
Project Description: This project would add one carpool lane in each direction through Petaluma. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where warranted. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.
5. **Petaluma River Bridge to Sonoma County Line**
Estimated Total Cost: \$125,000,000
Estimated Sales Tax Share: \$10,000,000
Implementing Agency: Caltrans and SCTA
Project Description: This project would add one carpool lane in each direction, improve safety at numerous access points, rebuild the Petaluma River Bridge and provide traffic congestion relief. The sales tax dollars will be used to accelerate project engineering, purchase

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

right of way, and leverage state and federal revenues to construct the project.

6. Design, Project Development and Financing Costs

Estimated Total Cost: \$25,000,000

Estimated Sales Tax Share: \$13,000,000

Implementing Agency: Caltrans and SCTA

Project Description: This category of funding would allow the SCTA to contract with private firms to design and develop projects including engineering and environmental work. This would accelerate the delivery of projects and avoid having to rely on the state budget to provide the needed design resources. The SCTA and Caltrans would conduct oversight. It is anticipated bonds would be used to accelerate Highway 101 projects and the costs associated with doing that would be accounted for in this category.

C. Local Transit, Passenger Rail & Bicycle/Pedestrian Routes

Restoring and enhancing local bus service, completing the initial steps necessary to develop a passenger rail system and providing safe bicycle and pedestrian routes make up the third program category in the Traffic Relief Act for Sonoma County. Approximately \$89 million (or 19% of sales tax revenue) is dedicated to this effort.

Below is a table showing the distribution of revenue to the local transit operators. This formula is in keeping with the TDA population formula currently in use. Transit operators will use the sales tax funds for such things as express bus service, later evening service, enhanced services for the elderly and disabled and other transit opportunities that may arise.

Transit Operator	Estimated Funding
Sonoma County Transit	\$ 24,950,971
Santa Rosa CityBus	\$ 15,373,579
Petaluma Transit	\$ 5,572,301
Healdsburg Transit	\$ 1,139,336

The Sonoma-Marin Area Rail Transit District (SMART) will use approximately \$23 million (or 5% of the sales tax revenue) to complete initial steps that will accelerate the development of passenger rail service for Sonoma and Marin Counties. The work will include obtaining final environmental clearance, final engineering, grade crossing improvements on local roadways and station site development in Sonoma County. These funds will be made available to SMART in the first three years of the sales tax to allow SMART to continue to move forward on the project, in anticipation of a SMART District ballot measure in 2006 that will provide full funding for the operation of rail service.

Approximately \$19 million (or 4% of the sales tax revenue) will be used to build new bicycle and pedestrian routes that will increase overall safety, close gaps in existing routes and provide safe routes to schools and to transit. Bike safety programs focused on educating the public and, in particular, school children, will be eligible to receive sales tax funds. In addition, there will be numerous local road improvement projects that will include bicycle lanes.

The following projects have been identified as high priority needs but they are not listed in priority order.

1. Santa Rosa Creek Trail

Sales Tax: \$1,450,000

Implementing Agency: City of Santa Rosa

Project Description: Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

2. Old Redwood Highway/Mendocino Avenue/Santa Rosa Avenue Corridor Project

Sales Tax: \$500,000

Implementing Agency: City of Santa Rosa

Project Description: Creates a safer north-south bike route through central Santa Rosa.

3. Central Sonoma Valley Trail – Hwy 12 alternative route

Sales Tax: \$1,900,000

Implementing Agency: Sonoma County (Public Works & Regional Parks)

Project Description: Creates a safe route for pedestrians and bicyclists between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12, forcing pedestrians and bicyclists to use the shoulder of Hwy 12 for such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Park and the Boys and Girls Club.

4. Sonoma/Schellville – along NWP Right-of-Way – Hwy 121 to Lovall Valley Road

Sales Tax: \$650,000

Implementing Agency: Sonoma County (Regional Parks)

Project Description: Class 1 path would connect Hwy 121 to City of Sonoma Class 1 path through town.

5. Arnold Drive from Altimira Middle School to Hwy 12

Sales Tax: \$2,000,000

Implementing Agency: Sonoma County (Public Works)

Project Description: Build shoulders on Arnold Drive just north of middle school to add bike lanes, through Sonoma Developmental Center and Glen Ellen to Hwy 12. This would continue the existing bike lane on Arnold Drive at Petaluma Avenue.

6. Petaluma River Trail Enhancement

Sales Tax: \$2,000,000

Implementing Agency: City of Petaluma

Project Description: Create a bicycle and pedestrian pathway along Petaluma River connecting east side of town to new shopping, new housing and theater district downtown.

7. Copeland Creek/Laguna Trail – Redwood Drive to RP Expressway

Sales Tax: \$350,000

Implementing Agency: City of Rohnert Park

Project Description: Make the existing path along Copeland Creek and Laguna de Santa Rosa from Redwood to Hinebaugh Creek (at Rohnert Park Expressway) useable for pedestrians and bicyclists.

8. Street Smart Sebastopol – enhanced bike & pedestrian access through downtown

Sales Tax: \$2,000,000

Implementing Agency: City of Sebastopol

Project Description: This project includes closing gaps in sidewalks, adding bike routes, placing directional signs, building transit shelters and other related items within Sebastopol.

9. West County Trail – Hwy 116 to Steelhead Beach

Sales Tax: \$500,000

Implementing Agency: Sonoma County (Public Works)

Project Description: This is the last segment of the West County Trail.

10. McCray Road bike lane from Cloverdale city limits to River Park

Sales Tax: \$250,000

Implementing Agency: Sonoma County

Project Description: Create safe passage to the River Park from existing Cloverdale bike lanes.

11. Healdsburg Foss Creek Trail on NWP Right-of-Way

Sales Tax: \$3,250,000

Implementing Agency: City of Healdsburg

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

Project Description: Create a continuous paved pedestrian and bicycle facility (Class 1 and 2) between the City's northern and southern city limits. The path is along Foss Creek and the NWP rail line in places.

12. Northwestern Pacific Railroad Bicycle Trail

Sales Tax: \$1,000,000

Implementing Agency: SMART and local jurisdictions

Project Description: Work with SMART to build a north-south bike path parallel to the Northwestern Pacific railroad track throughout Sonoma County.

13. Access Across Highway 101 at Various Locations

Sales Tax: \$1,000,000

Implementing Agency: Caltrans and local jurisdictions

Project Description: Identify key east-west access points across Highway 101.

14. Highway 1 in Bodega Bay – Salmon Creek to Doran Beach Road

Sales Tax: \$950,000

Implementing Agency: Caltrans and Sonoma County

Project Description: On and off road bike route along the coast to provide safe passage for locals and through traffic.

V. IMPLEMENTATION GUIDELINES

- A. The duration of the tax will be 20 years, beginning on April 1, 2005 and expiring on March 31, 2025.
- B. Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, the California Environmental Quality Act, or other applicable laws will be adhered to as a prerequisite to the implementation of any project.
- C. Use of the retail transactions and use tax under this Transportation Expenditure Plan will be subject to the following restrictions:
 1. The tax proceeds must be spent for the purposes of funding the transportation programs and projects as allowed in the Traffic Relief Act for Sonoma County and may not be used for other purposes.
 2. Consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes.
 3. The SCTA is charged with a fiduciary duty in administering the tax proceeds in accordance with the applicable laws and this Traffic Relief Act for Sonoma County. Receipt of tax proceeds may be subject to appropriate terms and conditions as determined by the SCTA in its reasonable discretion, including, but not limited to, the right to require recipients to execute funding agreements and the right to audit recipients' use of the tax proceeds.
- D. Actual tax proceeds may be higher or lower than estimated in this Traffic Relief Act for Sonoma County over the 20-year term. The Traffic Relief Act for Sonoma County expenditure plan is based on the percentage distributions to each Program Category and Project and the dollar values included are estimates only. Actual tax proceeds will be programmed annually in accordance with the percentage distributions in the Traffic Relief Act for Sonoma County expenditure plan.
- E. The Sonoma County Transportation Authority will prepare a Strategic Plan prior to July 1, 2005, which will identify funding prioritization criteria consistent with the goals and objectives of the *Comprehensive Transportation Plan*, developed by the SCTA and periodically updated, and the Traffic Relief Act for Sonoma County expenditure plan. The Strategic Plan will include

general procedures for project sponsors to initiate a project and identify an implementation schedule and the programming of funds for each listed project. The Strategic Plan will include the evaluation criteria for prioritization of projects and for reallocation of tax proceeds that become available pursuant to Section V-F below. The Strategic Plan will be updated at least every five years during the term of the Traffic Relief Act for Sonoma County.

- F. The ability to fully fund or complete all programs or projects in this Traffic Relief Act for Sonoma County expenditure plan may be impacted by changing circumstances over the duration of the tax. Tax proceeds originally allocated to a listed project may become available for reallocation due to any of the following reasons:

1. A listed project is completed under budget;
2. A listed project is partially or fully funded by funding sources other than tax proceeds;
3. A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds;
4. A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.

Upon a finding that tax proceeds are available for reallocation due to one of the conditions above, the SCTA may reallocate such tax proceeds subject to the following guidelines:

1. Available tax proceeds can be reallocated only to project(s) within the same Program Category as the original listed project.
2. Reallocation of tax proceeds within a Program Category will be based on criteria specified in the Strategic Plan, which may include impact on congestion, cost-effectiveness, availability of matching funds, project readiness and schedule adherence as determined by the SCTA.
- G. The SCTA is authorized to bond for the purposes of advancing the commencement of or expediting the delivery of transportation programs or projects. The SCTA may issue limited tax bonds, from time to time, to finance any program or project in the Traffic Relief Act for Sonoma County as allowed by applicable law and as approved by the SCTA, and the maximum bonded indebtedness shall not exceed the total amount of proceeds of this retail transactions and use tax, estimated to be \$470 million in 2004 dollars. All costs associated with the issuance of bonds, including debt service payments, issuance costs, interest, reserve requirements, and insurance shall be accounted for within that program category in which the bond proceeds were used. Such bonds will be payable solely from the proceeds of the retail transactions and use tax and may be issued any time before expiration of the tax.

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

Appendix A – Program Summary Chart

Traffic Relief Act For Sonoma County – EXPENDITURE PLAN

A 1/4 Cent Sales Tax for 20 Years

The Traffic Relief Act For Sonoma County contains three transportation program categories providing a balanced approach to meeting the mobility needs of Sonoma County. This summary lists the three program categories along with the major projects within each category. The percentage distribution of sales tax funding for each program category and project is listed along with the estimated amount of other funding needed from state and federal sources over a twenty-year period. Prior to implementation of any project included in the Traffic Relief Act for Sonoma County, any necessary environmental review required by the California Environmental Quality Act shall be completed. The estimated total cost includes the cost of environmental review. The Traffic Relief Act is the first of a two-phase funding approach for transportation. Phase two will be a 1/4 cent sales tax proposal by SMART to fully fund a passenger rail system.

		Percentage Share of Sales Tax Revenue Over a 20 Year Period (Using 2004 Dollars & Data)	Estimated Sales Tax Funding by Program/Project	Estimated State/Federal/Oth er Funding
A. Local Streets & Roads – Pothole Repair & Congestion Relief				
1	Annually, 20% of the total sales tax revenue will be allocated to the nine cities and Sonoma County for the maintenance of local streets and roads based on a 50% population/50% road mile formula as shown below. Formula will be updated annually.	20.0%	\$ 94,000,000	\$ 263,000,000
	Cloverdale	1.2%	\$ 1,090,662	\$ 3,051,326
	Cotati	1.2%	\$ 1,089,163	\$ 3,047,118
	Healdsburg	2.2%	\$ 2,033,038	\$ 5,688,164
	Petaluma	8.9%	\$ 8,329,202	\$ 23,303,904
	Rohnert Park	6.3%	\$ 5,902,766	\$ 16,515,348
	Santa Rosa	26.8%	\$ 25,180,759	\$ 70,452,440
	Sebastopol	1.3%	\$ 1,252,038	\$ 3,503,160
	Sonoma	1.6%	\$ 1,528,926	\$ 4,277,958
	Windsor	3.8%	\$ 3,527,091	\$ 9,868,286
	Sonoma County	46.9%	\$ 44,066,353	\$ 123,291,770
2	Local road improvement projects to address congestion and safety such as:	20.0%	\$ 94,000,000	\$ 94,000,000
	Penngrove improvements including Railroad Avenue Interchange	20.2%	\$ 19,000,000	\$ 19,000,000
	Airport Blvd. improvements including Airport Interchange	16.0%	\$ 15,000,000	\$ 15,000,000
	Route 121 and 116 intersection and Arnold Drive improvements	7.4%	\$ 7,000,000	\$ 7,000,000
	Fulton Road improvements and Fulton Interchange at Route 12	20.2%	\$ 19,000,000	\$ 19,000,000
	Forestville Bypass	2.1%	\$ 2,000,000	\$ 2,000,000
	Old Redwood Highway Interchange in Petaluma	10.6%	\$ 10,000,000	\$ 10,000,000
	Hearn Avenue Interchange in Santa Rosa	9.6%	\$ 9,000,000	\$ 9,000,000
	Farmers Lane Extension in Santa Rosa	10.6%	\$ 10,000,000	\$ 10,000,000
	Bodega Highway improvements outside Sebastopol	1.1%	\$ 1,000,000	\$ 1,000,000
	Mark West Springs Road in northeast Sonoma County	1.1%	\$ 1,000,000	\$ 1,000,000
	River Road improvements	1.1%	\$ 1,000,000	\$ 1,000,000
	Local Roads Total	40.0%	\$ 188,000,000	\$ 357,000,000
B. Highway 101				
1	Fund the widening of Highway 101 from Petaluma to Windsor, including providing matching funds to leverage state and federal money. Sales tax funds are needed to deliver the projects more expeditiously and without relying on the state budget.	40.0%	\$ 188,000,000	\$ 287,000,000
	Rohnert Park – Santa Rosa Avenue to Rohnert Park Expressway	21.3%	\$ 40,000,000	
	Old Redwood Highway in Petaluma to Rohnert Park Expressway	26.6%	\$ 50,000,000	\$ 55,000,000
	Steele Lane in Santa Rosa to Windsor River Road	26.6%	\$ 50,000,000	\$ 55,000,000
	Petaluma – from the Petaluma Bridge to Old Redwood Highway	13.3%	\$ 25,000,000	\$ 40,000,000
	Petaluma Bridge south to Sonoma County line	5.3%	\$ 10,000,000	\$ 125,000,000
	Design, Project Development & Financing Costs	6.9%	\$ 13,000,000	\$ 12,000,000
	Highway Total	40.0%	\$ 188,000,000	\$ 287,000,000

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800) 750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

		Percentage Share of Sales Tax Revenue	Estimated Sales Tax Funding by Program/Project	Estimated State/Federal/Oth er Funding
		Over a 20 Year Period (Using 2004 Dollars & Data)		
C.	Local Transit, Passenger Rail, Bicycle & Pedestrian			
1	Restore and enhance local bus service, including express bus service, enhanced services for the elderly and disabled, shuttle connections to future rail service and other transit opportunities that may arise. Distribution of sales tax funding is based on the current TDA formula excluding Golden Gate Transit. Formula will be updated annually.	10.0%	\$ 47,000,000	\$ 352,500,000
	Sonoma County Transit	53.05%	\$ 24,950,971	\$ 187,001,250
	Santa Rosa Transit	32.68%	\$ 15,373,579	\$ 115,197,000
	Petaluma Transit	11.85%	\$ 5,572,301	\$ 41,771,250
	Healdsburg Transit	2.42%	\$ 1,139,336	\$ 8,530,500
2	Complete initial steps to accelerate the development of passenger rail service for Sonoma and Marin Counties including environmental clearance, final engineering, grade crossing improvements and station site development. Sales tax funding will be provided to SMART in the first three years of the measure and will match \$17 million in state bond funding otherwise due to expire in 2010.	5.0%	\$ 23,000,000	\$ 17,000,000
	Final engineering	56.5%	\$ 13,000,000	\$ 13,000,000
	Grade crossings at twenty five street locations	15.2%	\$ 3,500,000	\$ 3,500,000
	Station site development and joint development plan	13.0%	\$ 3,000,000	\$ 500,000
	Finalize environmental document including public outreach and FTA coordination	15.2%	\$ 3,500,000	
3	Provide safe routes for bicyclists and pedestrians including closing gaps in existing routes and providing safe routes to schools and transit. Example projects include:	4.0%	\$ 19,000,000	\$24,000,000
	Santa Rosa Creek Trail	7.6%	\$ 1,450,000	
	Old Redwood Highway/Mendocino Avenue/Santa Rosa Avenue Corridor	2.6%	\$ 500,000	
	Central Sonoma Valley Trail	10.0%	\$ 1,900,000	
	Sonoma/Schellville Trail	3.4%	\$ 650,000	
	Arnold Drive from Altimira Middle School to Hwy 12	10.5%	\$ 2,000,000	
	Petaluma River Trail Enhancement Project	10.5%	\$ 2,000,000	
	Copeland Creek Trail from Redwood Drive to Rohnert Park Expressway	1.8%	\$ 350,000	
	Street Smart Sebastopol Program	10.5%	\$ 2,000,000	
	West County Trail – final segment on Mirabel Road from Hwy 116 to Steelhead Beach	2.6%	\$ 500,000	
	McCray Road in Cloverdale	1.3%	\$ 250,000	
	Highway 1 in Bodega Bay	5.0%	\$ 950,000	
	Foss Creek Trail in Healdsburg	17.1%	\$ 3,250,000	
	Northwestern Pacific Bike Path Segments	5.3%	\$ 1,000,000	
	Access across Highway 101	5.3%	\$ 1,000,000	
	Unallocated at this time	6.3%	\$ 1,200,000	
	Bicycle and Pedestrian Total	19.0%	\$ 89,000,000	\$ 393,500,000
	Totals	99.0%	\$ 465,000,000	\$ 1,037,500,000

1% of sales tax revenues will be used for administration of the sales tax program including audits and reports to the public.

Percentages shown above have been rounded.

CONT. NEXT PAGE



SUPPLEMENTAL VOTER'S PAMPHLET

FULL TEXT OF MEASURE AND EXPENDITURE PLAN

Analysis, Fiscal Impact Statement, Arguments and Rebuttals are not included in this pamphlet, but are printed in the Voter Information Pamphlet included in the Sample Ballot. If you do not receive a Sample Ballot, please call the Registrar of Voters Office at (707) 565-6800 or 1-(800)750-VOTE.

FULL TEXT OF MEASURE M, EXPENDITURE PLAN CONT.

Appendix B – Goals & Objectives

The Sonoma County Transportation Authority has developed and regularly updates the *Comprehensive Transportation Plan*. As part of that plan, goals for a comprehensive transportation system were defined and the county was divided into four geographic sub-areas with more specific objectives.

Plan Goals

- Relieve congestion on roads and highways.
- Improve safety and reduce accidents for all modes, including pedestrians. Improve key connection points between corridors for all modes of travel.
- Maximize transportation funding.
- Improve travel on Highway 101.
- Design, implement and operate an effective, efficient and convenient passenger and freight rail system.
- Reduce truck traffic on local streets and roads. Emphasize highway and rail for movement of goods instead.
- Implement the countywide bicycle plan with emphasis on bicycles as a transportation alternative.
- Develop a transportation system that is consistent with the General Plans in Sonoma County.
- Emphasize projects that demonstrate Transit Oriented Development.
- Make Sonoma County roads and highways more easily navigable for tourists.
- Enhance bus transit service.
- Provide facilities to allow functional transfers between modes.

North/South Sub-area Objectives:

- Relieve congestion on Petaluma Hill Road at Adobe Road and between Snyder Lane and Santa Rosa Avenue.
- Discourage through truck traffic on Old Redwood Highway in Cotati.
- Keep through traffic on Highway 101.
- Improve bike safety and bike continuity through Petaluma.
- Relieve congestion at the key connection point of Stony Point Road/Highway 101/Petaluma Boulevard.
- Improve east Petaluma and inter-city transit service.
- Improve rail crossings and seek funds for grade separations.
- Relieve congestion on Stony Point between Hearn Avenue and Highway 12.
- Increase the number of transit trips throughout the sub-area.
- Create functional access to rail.
- Improve the intersection at Old Redwood Highway and Fulton Road to relieve congestion and improve bike traffic.
- Create bicycle "alternative routes" that don't go through cities.
- Improve access to Hwy 101 in Central Healdsburg.
- Seismically retrofit bridges north of Healdsburg to maintain emergency access and for serviceability.
- Relieve truck traffic and congestion in southern Healdsburg.
- Improve access to jobsites at Airport Business Park and Fountaingrove area.
- Improve east-west traffic flow in northern Santa Rosa.
- Improve access to and overall circulation at the Charles M. Schulz Regional Airport.
- Expand bus transit service between Santa Rosa and Cloverdale.

Northeast Sub-area Objectives:

- Improve circulation/relieve congestion on Mark West Springs Road
 - Address truck traffic, commuter needs, bike traffic, safety and multi-county use.
- Improve safety on Calistoga Road and Alexander Valley Road
 - Address truck and commute traffic.

Southeast Sub-area Objectives:

- Relieve congestion on Highway 12 in Sonoma through Agua Caliente.
- Relieve congestion and make safety improvements within the 121/12/116/Arnold Drive corridor including 8th Street East, Broadway and other intersections.
- Increase and enhance transit service as follows:
 - On Route 30 for students.
 - Reinstate weekend service on Route 40 between Petaluma and Sonoma.
 - Improve transit service to Napa County.
 - Provide feeder bus service to rail.
- Address emergency vehicle and safety issues on Highway 12 in the Oakmont area.
- Improve rail crossings and seek funds for grade separations.
- Study participation in future ferry service.

West Sub-area Objectives:

- Reduce congestion in Sebastopol on 116/12.
- Increase transit service – especially express service to the lower Russian River area.
- Ensure the transportation system operates during emergency flood conditions.

