Technical Advisory Committee

MEETING AGENDA
SCTA Headquarters Office

August 23, 2018 – 1:30 p.m.
Sonoma County Transportation Authority
Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California  95401

ITEM
1. Introductions
2. Public Comment
3. Approval of Minutes, June 28, 2018*
4. Measure M DISCUSSION
   4.1. Measure M Invoicing/Obligation Status*
   4.2  SB-1 Fact Sheets Per Jurisdiction and Countywide*
   4.3  Strategic Plan Update
5. Regional Information Update ACTION
   5.1 Inactive Federal Obligation Status*: project sponsors should be prepared to address status of inactive obligations at the meeting: http://www.dot.ca.gov/hq/LocalPrograms/Inactiveprojects.htm
       Currently Inactive: Sonoma County, Santa Rosa, Healdsburg, Sebastopol, Cotati, Windsor, Petaluma
6. TFCA/TDA3 Quarterly Report* DISCUSSION
7. Sonoma County Travel Behavior Study Update* DISCUSSION
8. Other Business / Comments / Announcements DISCUSSION
9. Adjourn ACTION

*Materials attached.
**Materials handed out at meeting

The next SCTA meeting will be held September 10th, 2018
The next TAC meeting may be held on September 27th 2018

Copies of the full Agenda Packet are available at www.scta.ca.gov

DISABLED ACCOMMODATION: If you have a disability that requires the agenda materials to be in an alternate format, or that requires an interpreter or other person to assist you while attending this meeting, please contact SCTA at least 72 hours prior to the meeting to ensure arrangements for accommodation.

SB 343 DOCUMENTS RELATED TO OPEN SESSION AGENDAS: Materials related to an item on this agenda submitted to the Technical Advisory Committee after distribution of the agenda packet are available for public inspection in the Sonoma County Transportation Authority office at 490 Mendocino Ave., Suite 206, during normal business hours.
### TAC Voting member attendance – (6 Month rolling 2017/2018)

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>January</th>
<th>March</th>
<th>April</th>
<th>May</th>
<th>June</th>
<th>August</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale Public Works</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Cotati Public Works</td>
<td></td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>County of Sonoma DHS*</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>County of Sonoma PRMD*</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>County of Sonoma Regional Parks*</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>County of Sonoma TPW*</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Healdsburg Public Works</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Petaluma Public Works &amp; Transit</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Rohnert Park Public Works</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa Public Works**</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Santa Rosa Transit**</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Sebastopol Public Works</td>
<td>✓</td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>SMART</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Sonoma County Transit*</td>
<td></td>
<td></td>
<td></td>
<td>✓</td>
<td></td>
<td>✓</td>
</tr>
<tr>
<td>Sonoma Public Works</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
<tr>
<td>Windsor Public Works</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td>✓</td>
<td></td>
</tr>
</tbody>
</table>

*One Vote

**One Vote

NB: No meeting held in December or February
ITEM

1. Introductions

Meeting called to order at 1:33 p.m. by Katherine Wall.

Committee Members: Katherine Wall, Chair, City of Sonoma; Larry Zimmer, City of Healdsburg; John Jaeger, Town of Windsor; Olesya Tribukeit, Sonoma County Transportation and Public Works; Janice Thompson, Sonoma County Transportation and Public Works; Nancy Adams, City of Santa Rosa; Elizabeth Tyree, Sonoma County Regional Parks; Craig Scott, City of Cotati; Eric Jansen, City of Cloverdale; Eydie Tacata, City of Rohnert Park.

Staff: Seana Gause; Chris Barney; Suzanne Smith; Drew Nichols.

2. Public Comment

N/A

3. Approval of Minutes, May 24th, 2018* - ACTION

Approved as submitted.

4. Measure M – DISCUSSION/ACTION

   4.1. Measure M Invoicing/Obligation Status*

Seana Gause reminded the committee the Measure M fiscal year will be ending on June 30th. The annual reporting will be due on September 17th.

Furthermore, July 11th is the final day to provide an estimate and/or invoice for open obligations and expenditures that are applied to FY 17/18.

Open obligations must be submitted at a minimum once every six months.

4.2. SB-1 2019 Local Partnership Formulaic Program*

Seana Gause described the Local Partnership Program formulaic funds, which is a program funded through SB-1 and is designed to reward self-help counties with additional funding.

The program is set into two parts: a formulaic portion and a competitive program.

For the first cycle of funding, the SCTA Board of Directors approved funding on projects geared toward the wildfire recovery, which included the Marin-Sonoma Narrows project and bicycle and pedestrian improvements around the Coffey Park neighborhood.

The guidelines for the FY 2019/20 programming has been revised to include a new schedule to adopt the program ahead of the November election cycle.

Due to the uncertainty of the SB-1 repeal effort, this schedule revision will program projects funded through SB-1 that will demonstrate to the public the types of projects that will be unavailable if SB-1 is repealed. Staff is working with Sonoma County TPW to identify projects for the program that will be deliverable in the time available.

The proposed projects for the Local Partnership Program must be presented to the SCTA Board of Directors in July.

The proposed projects for Sonoma County include High Intensity Activated Crosswalks (HAWK) on Airport Boulevard near the SMART station and on Old Redwood Highway at Lark Center Drive and road resurfacing on Chico Avenue in Roseland.
Staff is seeking approval from the TAC to recommend the proposed projects to the SCTA Board of Directors.

Eric Jansen moved to recommend the proposed list of projects to the SCTA Board of Directors, Craig Scott seconded.

The SB-1 2019 Local Partnership Formulaic Program was unanimously approved for recommendation to the SCTA Board of Directors.

4.3. SB-1 Local Streets and Roads Funding Program 2018 Reporting Guidelines *

Seana Gause included a link to the guidelines, recently approved by the California Transportation Commission, for the committee’s awareness.

5. Regional Information Update – Discussion

5.1. PMP Certification Status*

Seana Gause highlighted the PMP Certification as a necessity to be eligible for funding.

5.2. 2017 Regional Pavement Condition Summary Report

Seana Gause included the staff report from the Local Streets & Roads Working Group agenda packet.

The regional pavement condition summary report was described to the committee. The official report will be published in the fall. The summary report was provided to the committee to check for accuracy before the official release.

5.3. FFY 17/18 Local Federal Aid Obligation Plan

Seana Gause described the attached spreadsheet for the current federal fiscal year obligation status.

There will be new requirements proposed for the preliminary obligation plan through MTC.

5.4. Highway Bridge Program Training – July 25, 2018

This is included for the committee’s information.

5.5. FY 2018-19 Preliminary Obligation Plan for FHWA Funded Projects

The staff report from the MTC Joint Partnership Working Group was included.

Seana Gause described policy Resolution 3606, which established the implementation of programs by MTC. The implementation guidelines were included in the agenda packet.

The revisions to the implementation guideline are bolded in the staff report and Ms. Gause drew attention to the enforcement measures included in the revision, highlighting:

First, there will an emphasis on the Single Point of Contact in their submittal of a request to a Bay Area Country Transportation Agency (BACTA; formerly CMAs). If there is a project in the current or upcoming year’s obligation plan, the SPOC must contact Seana Gause and MTC confirming the jurisdiction is prepared to deliver the project.

Second, a field review for preliminary engineering (PE) funds and Preliminary Environmental Studies (PES) form must be approved no later than September 30th.

Third, construction funds must have a field review, and PES completed by June 30th.

Furthermore, CTC allocations are required to follow the same obligation guidelines. A failure to meet deadline will result in a removal of OBAG funding.
5.6. Federal Inactive Obligations list
updated weekly
Seana Gause conveyed the Federal Inactive Obligation list aims for 2% of the whole program to be inactive. The State of California is at 15% inactive of the whole program.
Ms. Gause outlined the FHWA’s intent to resolve the inactive obligations. OBAG funding will be contingent on the whether a project will show as inactive.

6. SB 743 Update – Example of VMT Estimation/Evaluation Tool
Chris Barney updated the committee on SB 743. The compliance deadline has been set for January 1, 2020.
The City of San Jose has been active in preparing for this deadline and included in the agenda packet is a link to their VMT under CEQA website.
A spreadsheet was developed to study traffic impacts outside the travel demand model and was demonstrated to the committee.
This is something being done currently that can be applied to each jurisdiction to think about thresholds and how VMT will be calculated.
The committee continued discussing the SB 743 requirements and the depth of consideration the models produce.

7. Rail Update – Discussion
N/A

8. Other Business / Comments / Announcements – Discussion
N/A

9. Adjourn Action
The committee adjourned at 2:17 p.m.
<table>
<thead>
<tr>
<th>Project Sponsor</th>
<th>Project Name</th>
<th>Measure M Program</th>
<th>Prior Apprp</th>
<th>18/19 Amount</th>
<th>Appropriation Date</th>
<th>Last Invoice Date</th>
<th>Balance Remaining</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Rosa</td>
<td>Hearns Avenue (Phase 3) LSP</td>
<td>$702,020</td>
<td>0</td>
<td>0</td>
<td>7/10/17</td>
<td>7/10/18</td>
<td>$702,020 R/W</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Hearns Avenue (Phase 3) LSP</td>
<td>$1,564,248</td>
<td>0</td>
<td>0</td>
<td>7/10/17</td>
<td>7/10/18</td>
<td>$1,534,248 PSE</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Fulton Road Improvements LSP</td>
<td>$980,178</td>
<td>0</td>
<td>0</td>
<td>9/11/17</td>
<td>7/10/18</td>
<td>$980,178 PSE</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Fulton Road Improvements LSP</td>
<td>$195,100</td>
<td>0</td>
<td>0</td>
<td>9/11/17</td>
<td>7/10/18</td>
<td>$195,100 R/W SUP</td>
</tr>
<tr>
<td>Sonoma County</td>
<td>Airport Blvd Landscaping LSP</td>
<td>$23,696</td>
<td>0</td>
<td>0</td>
<td>3/27/17</td>
<td>6/26/18</td>
<td>$23,696 CON SUP</td>
</tr>
<tr>
<td>Sonoma County</td>
<td>Airport Blvd Landscaping LSP</td>
<td>$350,496</td>
<td>0</td>
<td>0</td>
<td>6/26/18</td>
<td></td>
<td>$350,496 CON CAP</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Santa Rosa Creek Trail Bike/Ped</td>
<td>$0</td>
<td>$52,000</td>
<td>$52,000</td>
<td>6/11/18</td>
<td></td>
<td>$52,000 Approp req to Board 6/11/18 for 18/19</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>Access Across 101 Bike/Ped</td>
<td>$0</td>
<td>$250,000</td>
<td>$250,000</td>
<td>6/11/2018</td>
<td></td>
<td>$250,000 Approp req to Board 6/11/18 for 18/19</td>
</tr>
<tr>
<td>SCBC</td>
<td>SRTS (SCBC) Bike/Ped</td>
<td>$35,981</td>
<td>0</td>
<td>0</td>
<td>7/10/17</td>
<td>7/5/18</td>
<td>$35,981</td>
</tr>
<tr>
<td>SCBC</td>
<td>BTW (SCBC) Bike/Ped</td>
<td>$0</td>
<td>$10,000</td>
<td>0</td>
<td>7/6/18</td>
<td></td>
<td>$0 Deobligated $3K; only $12K prog'd</td>
</tr>
<tr>
<td>SMART</td>
<td>NWPPR Bike/Ped</td>
<td>$414,896</td>
<td>0</td>
<td>0</td>
<td>5/23/18</td>
<td></td>
<td>$227,844 (PSE=$62,203.23); (PAED=$165,640.96)</td>
</tr>
</tbody>
</table>

Projects that are approaching or past 6 months for invoicing or appropriation or projects that are programmed for 18/19 that have not been appropriated.

$312,000 $302,000 $4,351,564 total remaining

$565,826 Bike Ped Remaining

$3,785,738 LSP Remaining
TRANSPORTATION SOLUTIONS IN THE CITY OF CLOVERDALE
INFRASTRUCTURE INVESTMENTS FUNDED BY SENATE BILL 1 AND MEASURE M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR CLOVERDALE

- $52,000 17/18 Local Streets and Roads
- $149,000 18/19 Local Streets and Roads

Over $200,000 Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. SB 1 alone will generate over $1.7 million for road repairs and maintenance over the next 10 years for the City of Cloverdale. Together Measure M and SB1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF CLOVERDALE

The City of Cloverdale is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Roadway Reconstruction** will occur throughout the City with projects that will provide:
  - New pavement
  - Repairs to existing pavement
  - Accessibility features

- **Sidewalk Installation** includes installing new sidewalks and upgrading curb ramps to meet federal accessibility standards to maximize safety.

SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County, and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**
  - Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
  - SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

✓ **Measure M**
  - Open and transparent public processes to allocate funds.
  - Annual independent audits.
  - An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

✓ Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

**HIGHWAY AND BRIDGE SAFETY**

SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:

- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

**ROAD REPAIRS**

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:

- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

**TRANSIT OPERATIONS AND MAINTENANCE**

Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:

- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

**GOODS MOVEMENT AND ECONOMIC ACTIVITY**

Sonoma County’s highways are the lifeblood of its economy. SB 1 and Measure M are working together to:

- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs
FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- **$1.5 Billion**: state highway operations protection program administered by Caltrans
- **$400 Million**: state bridge maintenance and repairs
- **$1.5 Billion**: local streets and roads
- **$750 Million**: mass transit
- **$300 Million**: goods movement and freight projects
- **$250 Million**: congested corridors and relief management
- **$200 Million**: the local partnership program to match locally generated transportation funds
- **$100 Million**: Active Transportation Program

COMMITTED SB 1 FUNDS FOR COTATI

- **$42,000 17/18** Local Streets and Roads
- **$122,000 18/19** Local Streets and Roads

Over $164,000 Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. **SB 1 alone will generate over $1.3 million for road repairs and maintenance over the next 10 years for the City of Cotati.** Together Measure M and SB 1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF COTATI

The City of Cotati is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Roadway Reconstruction** will occur throughout the City with projects that will provide:
  - New pavement
  - Repairs to existing pavement
  - Accessibility features
- **Sidewalk Installation** includes installing new sidewalks and upgrading curb ramps to meet federal accessibility standards to maximize safety.

SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

**SB 1**
- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

**Measure M**
- Open and transparent public processes to allocate funds.
- Annual independent audits.
- An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

- Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:
- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

**HIGHWAY AND BRIDGE SAFETY**

SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:
- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

**ROAD REPAIRS**

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:
- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

**TRANSIT OPERATIONS AND MAINTENANCE**

Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:
- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

**GOODS MOVEMENT AND ECONOMIC ACTIVITY**

Sonoma County’s highways are the lifeblood of its economy. SB 1 and Measure M are working together to:
- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs
Transportation Solutions in the City of Healdsburg
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)
In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING
- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR HEALDSBURG
- $69,000 17/18 Local Streets and Roads
- $197,000 18/19 Local Streets and Roads

Over $266,000 Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION
Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. SB 1 alone will generate over $2.2 million for road repairs and maintenance over the next 10 years for the City of Healdsburg. Together Measure M and SB 1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF HEALDSBURG
The City of Healdsburg is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- Pavement Preservation will occur throughout the City with projects that will provide:
  - Cape Sealing (Chip Seal with a top coat)
  - Pavement Maintenance and Rehabilitation

SB 1 FUNDING AT RISK
An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:
- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma county and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**
  - Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
  - SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

✓ **Measure M**
  - Open and transparent public processes to allocate funds.
  - Annual independent audits.
  - An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

✓ Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

**HIGHWAY AND BRIDGE SAFETY**

SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:

- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

**ROAD REPAIRS**

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. **SB 1 and Measure M** local streets and roads maintenance funding work together to:

- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

**TRAVEL MASTERS AND MAINTENANCE**

Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:

- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

**GOODS MOVEMENT AND ECONOMIC ACTIVITY**

Sonoma County’s highways are the lifeblood of its economy. **SB 1 and Measure M** are working together to:

- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma County
- Spur the economy and support local jobs
FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR PETALUMA

- $6,558 State of Good Repair
- $9,663 State Transit Assistance
- $3 Million Active Transportation Program Improvements to SMART Multi-Use Path
- $350,000 17/18 Local Streets and Roads
- $1 Million 18/19 Local Streets and Roads

Over $4.3 Million Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Sonoma county is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. **SB 1 alone will generate over $11 million for road repairs and maintenance over the next 10 years for the City of Petaluma. Together Measure M and SB1 can deliver results faster.**

ROAD REPAIRS ADVANCE IN THE CITY OF PETALUMA

The City of Petaluma is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Pavement management** will occur throughout the City with projects that will provide:
  - New pavement
  - Repairs to existing pavement
  - Restoration of curbs and gutters, offering a safer ride for both cyclists and motorists

- **Sidewalk repair and maintenance** includes upgrading pedestrian curbs ramps to meet federal accessibility standards to maximize safety.

SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

- **SB 1**
  - Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
  - SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

- **Measure M**
  - Open and transparent public processes to allocate funds.
  - Annual independent audits.
  - An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

- Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

**HIGHWAY AND BRIDGE SAFETY**

- SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:
  - Improve highway safety
  - Repair and repave highways
  - Repair bridges
  - Reduce collisions
  - Improve traveler information

**ROAD REPAIRS**

- Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. **SB 1 and Measure M** local streets and roads maintenance funding work together to:
  - Repair roads
  - Fix potholes
  - Improve safety
  - Modernize signals

**TRANSIT OPERATIONS AND MAINTENANCE**

- Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:
  - Deliver expanded transit services
  - Maintain transit vehicles
  - Improve stations and cleanliness
  - Support reliable services

**GOODS MOVEMENT AND ECONOMIC ACTIVITY**

- Sonoma County’s highways are the lifeblood of its economy. **SB 1 and Measure M** are working together to:
  - Deliver roadway and rail safety improvements
  - Install smart technology to deliver goods more safely and efficiently
  - Install railroad crossing safety improvements in cities throughout Sonoma county
  - Spur the economy and support local jobs
Transportation Solutions in the City of Rohnert Park
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)
In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING
- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR ROHNERT PARK
- $246,000 17/18 Local Streets and Roads
- $703,000 18/19 Local Streets and Roads

Almost $1 Million Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION
Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. SB 1 alone will generate over $8 million for road repairs and maintenance over the next 10 years for the City of Rohnert Park. Together Measure M and SB1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF ROHNERT PARK
The City of Rohnert Park is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- Pavement management will occur throughout the City with projects that will provide:
  - New pavement
  - Repairs to existing pavement
  - Restoration of curbs and gutters, offering a safer ride for both cyclists and motorists
- Sidewalk repair and maintenance includes upgrading pedestrian curbs ramps to meet federal accessibility standards to maximize safety.

SB 1 FUNDING AT RISK
An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:
- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
TRANSPORTATION SOLUTIONS IN THE CITY OF ROHNERT PARK

ACCOUNTABILITY AND TRANSPARENCY
Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**
  - Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
  - SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

✓ **Measure M**
  - Open and transparent public processes to allocate funds.
  - Annual independent audits.
  - An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

✓ **Proposition 69**, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT
If approved on the November 2018 ballot, it would:

  - Eliminate all SB 1 funding sources and reduce transportation funding statewide.
  - Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
  - Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS
SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

**SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:**
- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

**HIGHWAY AND BRIDGE SAFETY**

**ROAD REPAIRS**
Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. **SB 1 and Measure M local streets and roads maintenance funding work together to:**
- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

**GOODS MOVEMENT AND ECONOMIC ACTIVITY**
Sonoma County’s highways are the lifeblood of its economy. **SB 1 and Measure M are working together to:**
- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs

Every transit operator in Sonoma County benefits from both **SB 1 and Measure M funding to:**
- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

**TRANSIT OPERATIONS AND MAINTENANCE**
Transportation Solutions in the City of Santa Rosa
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR SANTA ROSA

- $29,000 State of Good Repair
- $42,000 State Transit Assistance
- $573,000 Local Partnership Program
- $1 Million 17/18 Local Streets and Roads
- $3 Million 18/19 Local Streets and Roads

Over $4.5 Million Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Sonoma county is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. **SB 1 alone will generate almost $34 million for road repairs and maintenance over the next 10 years for the City of Santa Rosa.** Together Measure M and SB1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF SANTA ROSA

The City of Santa Rosa is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Pavement management** will occur throughout the City with projects that will provide:
  - New pavement
  - Repairs to existing pavement
  - Restoration of curbs and gutters, offering a safer ride for both cyclists and motorists

- **Sidewalk repair and maintenance** includes upgrading pedestrian curbs and ramps to meet federal accessibility standards to maximize safety.

SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
TRANSPORTATION SOLUTIONS IN THE CITY OF SANTA ROSA

ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**
  - Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
  - SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

✓ **Measure M**
  - Open and transparent public processes to allocate funds.
  - Annual independent audits.
  - An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

✓ Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:

- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

<table>
<thead>
<tr>
<th>SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:</th>
</tr>
</thead>
<tbody>
<tr>
<td>✓ Improve highway safety</td>
</tr>
<tr>
<td>✓ Repair and repave highways</td>
</tr>
<tr>
<td>✓ Repair bridges</td>
</tr>
<tr>
<td>✓ Reduce collisions</td>
</tr>
<tr>
<td>✓ Improve traveler information</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>ROAD REPAIRS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:</td>
</tr>
<tr>
<td>✓ Repair roads</td>
</tr>
<tr>
<td>✓ Fix potholes</td>
</tr>
<tr>
<td>✓ Improve safety</td>
</tr>
<tr>
<td>✓ Modernize signals</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>TRANSIT OPERATIONS AND MAINTENANCE</th>
</tr>
</thead>
<tbody>
<tr>
<td>Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:</td>
</tr>
<tr>
<td>✓ Deliver expanded transit services</td>
</tr>
<tr>
<td>✓ Maintain transit vehicles</td>
</tr>
<tr>
<td>✓ Improve stations and cleanliness</td>
</tr>
<tr>
<td>✓ Support reliable services</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>GOODS MOVEMENT AND ECONOMIC ACTIVITY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Sonoma County's highways are the lifeblood of its economy. SB 1 and Measure M are working together to:</td>
</tr>
<tr>
<td>✓ Deliver roadway and rail safety improvements</td>
</tr>
<tr>
<td>✓ Install smart technology to deliver goods more safely and efficiently</td>
</tr>
<tr>
<td>✓ Install railroad crossing safety improvements in cities throughout Sonoma county</td>
</tr>
<tr>
<td>✓ Spur the economy and support local jobs</td>
</tr>
</tbody>
</table>
Transportation Solutions in the City of Sebastopol
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR SEBASTOPOL

- $44,000 17/18 Local Streets and Roads
- $127,000 18/19 Local Streets and Roads

Over $171,000 Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. SB 1 alone will generate over $1.4 million for road repairs and maintenance over the next 10 years for the City of Sebastopol. Together Measure M and SB1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF SEBASTOPOL

The City of Sebastopol is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Pedestrian Improvements** will occur throughout the City with projects that will provide:
  - Crosswalk signals
  - Median refuge areas
  - Crosswalk striping
  - Accessibility features

- **ADA Curb Ramp Installation** includes installing new ramps to meet federal accessibility standards to maximize safety at multiple locations within the City.

SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

**SB 1**
- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

**Measure M**
- Open and transparent public processes to allocate funds.
- Annual independent audits.
- An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:
- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

- SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:
  - Improve highway safety
  - Repair and repave highways
  - Repair bridges
  - Reduce collisions
  - Improve traveler information

ROAD REPAIRS

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:
- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:
- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

GOODS MOVEMENT AND ECONOMIC ACTIVITY

Sonoma County’s highways are the lifeblood of its economy. SB 1 and Measure M are working together to:
- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs
FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)
In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING
- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR SONOMA
- $64,000 17/18 Local Streets and Roads
- $184,000 18/19 Local Streets and Roads

Almost $250,000 Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION
Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. SB 1 alone will generate over $2 million for road repairs and maintenance over the next 10 years for the City of Sonoma. Together Measure M and SB1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE CITY OF SONOMA
The City of Sonoma is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Pavement Management** will occur throughout the City with projects that will provide:
  - Repairs to existing pavement
  - New Pavement
  - Traffic Striping

- **Sidewalk Repair and Maintenance** includes upgrading curb ramps to meet federal accessibility standards to maximize safety.

SB 1 FUNDING AT RISK
An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:
- Eliminate SB 1 funding sources and reduce transportation funding in the City, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ SB 1
- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

✓ Measure M
- Open and transparent public processes to allocate funds.
- Annual independent audits.
- An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

✓ Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:
- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. SB 1 and Measure M combined can deliver projects faster.

SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:
- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

ROAD REPAIRS

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:
- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:
- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

GOODS MOVEMENT AND ECONOMIC ACTIVITY

Sonoma County’s highways are the lifeblood of its economy. SB 1 and Measure M are working together to:
- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs
Transportation Solutions in the Town of Windsor
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- $1.5 Billion: state highway operations protection program administered by Caltrans
- $400 Million: state bridge maintenance and repairs
- $1.5 Billion: local streets and roads
- $750 Million: mass transit
- $300 Million: goods movement and freight projects
- $250 Million: congested corridors and relief management
- $200 Million: the local partnership program to match locally generated transportation funds
- $100 Million: Active Transportation Program

COMMITTED SB 1 FUNDS FOR WINDSOR

- $160,000 17/18 Local Streets and Roads
- $457,000 18/19 Local Streets and Roads

Over Half a Million Dollars Total

ROAD SAFETY, MAINTENANCE AND MODERNIZATION

Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. **SB 1 alone will generate over $5 million for road repairs and maintenance over the next 10 years for the Town of Windsor.** Together Measure M and SB1 can deliver results faster.

ROAD REPAIRS ADVANCE IN THE TOWN OF WINDSOR

The Town of Windsor is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Pavement management** will occur throughout the Town with projects that will provide:
  - Seals to existing pavement
  - Repairs to existing pavement

SB 1 FUNDING AT RISK

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the Town, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
TRANSPORTATION SOLUTIONS IN THE TOWN OF WINDSOR

ACCOUNTABILITY AND TRANSPARENCY
Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

**SB 1**
- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

**Measure M**
- Open and transparent public processes to allocate funds.
- Annual independent audits.
- An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS
**Proposition 69**, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

**PROPOSITION 6: SB 1 REPEAL EFFORT**
If approved on the November 2018 ballot, it would:
- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS
SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

**HIGHWAY AND BRIDGE SAFETY**
SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:
- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

**ROAD REPAIRS**
Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. **SB 1 and Measure M** local streets and roads maintenance funding work together to:
- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

**TRANSIT OPERATIONS AND MAINTENANCE**
Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:
- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

**GOODS MOVEMENT AND ECONOMIC ACTIVITY**
Sonoma County’s highways are the lifeblood of its economy. **SB 1 and Measure M** are working together to:
- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs
Transportation Solutions in the County of Sonoma
Infrastructure Investments Funded By Senate Bill 1 and Measure M

**FUNDING SOLUTIONS**

**SENATE BILL 1 (SB 1)**

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

**ANNUAL STATEWIDE SB 1 FUNDING**

- **$1.5 Billion:** state highway operations protection program administered by Caltrans
- **$400 Million:** state bridge maintenance and repairs
- **$1.5 Billion:** local streets and roads
- **$750 Million:** mass transit
- **$300 Million:** goods movement and freight projects
- **$250 Million:** congested corridors and relief management
- **$200 Million:** the local partnership program to match locally generated transportation funds
- **$100 Million:** Active Transportation Program

**COMMITTED SB 1 FUNDS FOR SONOMA COUNTY**

- **$34,000** State of Good Repair
- **$107,000** State Transit Assistance
- **$3 Million** 17/18 Local Streets and Roads
- **$9 Million** 18/19 Local Streets and Roads

**Over $12.8 Million Total**

**ROAD SAFETY, MAINTENANCE AND MODERNIZATION**

Essential funding for transportation programs and projects throughout Sonoma County is provided through SB 1 and Measure M. Measure M is expected to leverage external funds to deliver safety and congestion relief projects. **SB 1 alone will generate over $103 million for road repairs and maintenance over the next 10 years for the County of Sonoma.** Together Measure M and SB 1 can deliver results faster.

**ROAD REPAIRS ADVANCE IN THE COUNTY OF SONOMA**

The County of Sonoma is delivering local streets and roads projects proposed in FY2018-19 funded by SB 1 and Measure M for maintenance, rehabilitation and safety.

- **Pavement management** will occur throughout the County with projects that will provide:
  - New pavement
  - Repairs to existing pavement
  - Seals of pavement for preservation
- **Culvert and Viaduct replacement** includes upgrading and replacing outdated or overgrown culverts and replacing viaducts that will ensure preservation of the roadway and safety of the traveling public.

**SB 1 FUNDING AT RISK**

An initiative to repeal SB 1 through a constitutional amendment will be on the November 2018 ballot as Proposition 6. If successful, this proposition will:

- Eliminate SB 1 funding sources and reduce transportation funding in the Cities, Sonoma County and throughout the state.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency along with performance measures ensures safe and efficient delivery.

✓ **SB 1**
  - Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
  - SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

✓ **Measure M**
  - Open and transparent public processes to allocate funds.
  - Annual independent audits.
  - An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

✓ Proposition 69, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

PROPOSITION 6: SB 1 REPEAL EFFORT

If approved on the November 2018 ballot, it would:

✓ Eliminate all SB 1 funding sources and reduce transportation funding statewide.
✓ Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
✓ Potentially lower future transportation tax revenues.

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

SB 1 is a new revenue stream that supports projects in Measure M approved by Sonoma County voters. Measure M is expected to leverage external funds to deliver multimodal projects and safety improvements. **SB 1 and Measure M combined can deliver projects faster.**

SB 1 and Measure M working together to fund projects on every highway in Sonoma County that:

✓ Improve highway safety
✓ Repair and repave highways
✓ Repair bridges
✓ Reduce collisions
✓ Improve travel information

ROAD REPAIRS

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:

✓ Repair roads
✓ Fix potholes
✓ Improve safety
✓ Modernize signals

Every transit operator in Sonoma County benefits from both SB 1 and Measure M funding to:

✓ Deliver expanded transit services
✓ Maintain transit vehicles
✓ Improve stations and cleanliness
✓ Support reliable services

GOODS MOVEMENT AND ECONOMIC ACTIVITY

Sonoma County’s highways are the lifeblood of its economy. SB 1 and Measure M are working together to:

✓ Deliver roadway and rail safety improvements
✓ Install smart technology to deliver goods more safely and efficiently
✓ Install railroad crossing safety improvements in cities throughout Sonoma county
✓ Spur the economy and support local jobs
Transportation Solutions Throughout Sonoma County
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)

In April 2017, Governor Jerry Brown signed into law SB 1, the Road Repair and Accountability Act of 2017. This landmark funding program increased the gas tax, diesel tax and vehicle registration fees to invest approximately $5.4 billion annually in state and local roads, goods movement, public transit and active transportation programs. SB 1 will also put people to work. With every $1 billion invested in transportation infrastructure, it supports approximately 13,000 jobs a year.

ANNUAL STATEWIDE SB 1 FUNDING

- **$1.5 Billion:** state highway operations protection program administered by Caltrans
- **$400 Million:** state bridge maintenance and repairs
- **$1.5 Billion:** local streets and roads
- **$750 Million:** mass transit
- **$300 Million:** goods movement and freight projects
- **$250 Million:** congested corridors and relief management
- **$200 Million:** the local partnership program to match locally generated transportation funds
- **$100 Million:** Active Transportation Program

EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

New state transportation funding (SB 1) expands the buying power of local voter-approved transportation dollars (Measure M) to deliver projects faster.

SB 1 and Measure M are working to together to fund projects on every highway in Sonoma County to:

- Improve highway safety
- Repair and repave highways
- Repair bridges
- Reduce collisions
- Improve traveler information

ROAD REPAIRS

Potholes, poor striping and deteriorated roads cause unsafe conditions, accidents and costly repairs. SB 1 and Measure M local streets and roads maintenance funding work together to:

- Repair roads
- Fix potholes
- Improve safety
- Modernize signals

TRANSIT OPERATIONS AND MAINTENANCE

Every transit operator in Sonoma county benefits from both SB 1 and Measure M funding to:

- Deliver expanded transit services
- Maintain transit vehicles
- Improve stations and cleanliness
- Support reliable services

GOODS MOVEMENT AND ECONOMIC ACTIVITY

Sonoma county’s highways are the lifeblood of its economy. SB 1 and Measure M are working together to:

- Deliver roadway and rail safety improvements
- Install smart technology to deliver goods more safely and efficiently
- Install railroad crossing safety improvements in cities throughout Sonoma county
- Spur the economy and support local jobs
ACCOUNTABILITY AND TRANSPARENCY

Strict accountability and transparency measures ensure efficient and effective delivery.

**SB 1**
- Cities and counties must adopt and submit to the state a planned list of projects and year-end reporting that accounts for every dollar of SB 1 revenue received.
- SB 1 establishes an independent Inspector General appointed by the Governor to oversee programs to ensure all funds are spent as promised and reports annually.

**Measure M**
- Open and transparent public processes to allocate funds.
- Annual independent audits.
- An Independent Watchdog Committee made up of Sonoma County residents.

PROTECTION OF FUNDS

**Proposition 69**, which was approved by voters in June 2018, ensures that all SB 1 funding is secured for transportation and cannot be used for other purposes.

**PROPOSITION 6: SB 1 REPEAL EFFORT**

If approved on the November 2018 ballot, it would:
- Eliminate all SB 1 funding sources and reduce transportation funding statewide.
- Require legislation to submit any measure enacting specified taxes or fees on gas or diesel fuel, or on the privilege to operate a vehicle on public highways, to the electorate for approval.
- Potentially lower future transportation tax revenues.

---

**SB 1 NEW ROAD MAINTENANCE FUNDING**

New transportation funding from SB 1 for Sonoma County and its 9 cities represents over 70 percent increase in FY2018-19 maintenance funding.

<table>
<thead>
<tr>
<th>Jurisdictions Funded</th>
<th>Existing State Funding* ($ x 1,000)</th>
<th>New SB 1 Funding* ($ x 1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>$201</td>
<td>$149</td>
</tr>
<tr>
<td>Cotati</td>
<td>$165</td>
<td>$122</td>
</tr>
<tr>
<td>Healdsburg</td>
<td>$265</td>
<td>$197</td>
</tr>
<tr>
<td>Petaluma</td>
<td>$1,339</td>
<td>$1,020</td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>$927</td>
<td>$704</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>$3,863</td>
<td>$2,958</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>$172</td>
<td>$127</td>
</tr>
<tr>
<td>Sonoma</td>
<td>$247</td>
<td>$184</td>
</tr>
<tr>
<td>Windsor</td>
<td>$607</td>
<td>$458</td>
</tr>
<tr>
<td>County of Sonoma</td>
<td>$13,134</td>
<td>$9,288</td>
</tr>
</tbody>
</table>

**TOTAL STATE FUNDING**: $36,127

*Source: https://mtc.ca.gov/sites/default/files/SB1_LSR-Detail.pdf

**SB 1 NEW TRANSIT FUNDING**

Almost $12 million is estimated in FY2018-19 for state transit funding including more than $11 million per year in new transit operations and maintenance funding.

<table>
<thead>
<tr>
<th>Sonoma County Transit Operators</th>
<th>Existing State Transit Operating Funds** ($ x 1,000)</th>
<th>New SB 1 Operating Funds ($ x 1,000)</th>
<th>New SB 1 State of Good Repair Program ($ x 1,000)</th>
<th>Total New SB 1 Funding ($ x 1,000)</th>
<th>Overall Total ($ x 1,000)</th>
</tr>
</thead>
<tbody>
<tr>
<td>SC Transit</td>
<td>$107</td>
<td>$107</td>
<td>$34</td>
<td>$141</td>
<td>$248</td>
</tr>
<tr>
<td>SMART</td>
<td>$486</td>
<td>$10,9862</td>
<td>$154</td>
<td>$11,140</td>
<td>$11,626</td>
</tr>
<tr>
<td>SR CityBus</td>
<td>$91</td>
<td>$91</td>
<td>$29</td>
<td>$120</td>
<td>$211</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>$21</td>
<td>$21</td>
<td>$7</td>
<td>$28</td>
<td>$49</td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$705</strong></td>
<td><strong>$11,205</strong></td>
<td><strong>$224</strong></td>
<td><strong>$11,429</strong></td>
<td><strong>$12,134</strong></td>
</tr>
</tbody>
</table>

*Source: https://mtc.ca.gov/sites/default/files/SB1-Bay-Area-Transit-Funding.pdf and http://rebuildingca.ca.gov/map.html

²This figure includes State Rail Assistance and State Transit Assistance Funding
<table>
<thead>
<tr>
<th>Project No.</th>
<th>Status</th>
<th>Agency</th>
<th>Description</th>
<th>Latest Date Authorization</th>
<th>Authorization Code</th>
<th>Last Expenditure Date</th>
<th>Last Action Date</th>
<th>Program Codes</th>
<th>Total Cost</th>
<th>Federal Funds</th>
<th>Expenditure</th>
<th>Unexpended Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>5920151</td>
<td>Inactive</td>
<td>Sonoma County</td>
<td>Invoice under review by Caltrans. Monitor for progress.</td>
<td>9/14/2017</td>
<td>7/28/2017</td>
<td>7/28/2017</td>
<td>7/28/2017</td>
<td>M3E1</td>
<td>$872,000.00</td>
<td>$872,000.00</td>
<td>$24,192.55</td>
<td>$847,807.45</td>
</tr>
<tr>
<td>5028073</td>
<td>Inactive</td>
<td>Sonoma County</td>
<td>Invoice returned to agency. Resubmit to District by 08/20/2018</td>
<td>9/26/2017</td>
<td>ZS30,M30</td>
<td>9/26/2017</td>
<td>9/26/2017</td>
<td>M240,L1CE,L1C0</td>
<td>$17,966,546</td>
<td>$15,173,157</td>
<td>$14,537,964.76</td>
<td>$635,192.24</td>
</tr>
<tr>
<td>5027010</td>
<td>Inactive</td>
<td>Healdsburg</td>
<td>Submit invoice to District by 08/20/2018</td>
<td>9/26/2017</td>
<td>M23E</td>
<td>9/26/2017</td>
<td>9/26/2017</td>
<td></td>
<td>$249,392.00</td>
<td>$249,392.00</td>
<td>$166,262.07</td>
<td>$83,129.93</td>
</tr>
<tr>
<td>5123015</td>
<td>Inactive</td>
<td>Sebastopol</td>
<td>Carry over project. Provide status update to DLAE immediately.</td>
<td>9/13/2016</td>
<td>M23E</td>
<td>9/13/2016</td>
<td>9/13/2016</td>
<td></td>
<td>$249,392.00</td>
<td>$249,392.00</td>
<td>$166,262.07</td>
<td>$83,129.93</td>
</tr>
<tr>
<td>5920138</td>
<td>Future</td>
<td>Sonoma County</td>
<td>Submit invoice to District by 11/20/2018</td>
<td>12/14/2017</td>
<td>M233</td>
<td>12/14/2017</td>
<td>12/14/2017</td>
<td></td>
<td>$1,068,750</td>
<td>$1,068,750</td>
<td>$705,019.78</td>
<td>$363,730.22</td>
</tr>
<tr>
<td>5472019</td>
<td>Future</td>
<td>Windsor</td>
<td>Submit invoice to District by 11/20/2018</td>
<td>10/27/2017</td>
<td>Z003</td>
<td>10/27/2017</td>
<td>10/27/2017</td>
<td></td>
<td>$576,233.00</td>
<td>$432,000.00</td>
<td>$94,982.77</td>
<td>$337,017.23</td>
</tr>
<tr>
<td>5472020</td>
<td>Future</td>
<td>Windsor</td>
<td>Submit invoice to District by 11/20/2018</td>
<td>10/27/2017</td>
<td>Z003</td>
<td>10/27/2017</td>
<td>10/27/2017</td>
<td></td>
<td>$663,325.00</td>
<td>$410,000.00</td>
<td>$225,960.81</td>
<td>$184,039.19</td>
</tr>
<tr>
<td>Project No.</td>
<td>Status</td>
<td>Agency Action Required</td>
<td>Reason for Delay</td>
<td>Local District</td>
<td>County</td>
<td>Agency</td>
<td>Project No. Prefix</td>
<td>Description</td>
<td>Latest Date Authorization</td>
<td>Last Expenditure Date</td>
<td>Last Action Date</td>
<td>Program Code(s)</td>
</tr>
<tr>
<td>------------</td>
<td>--------</td>
<td>-----------------------</td>
<td>------------------</td>
<td>---------------</td>
<td>--------</td>
<td>--------</td>
<td>-------------------</td>
<td>-------------</td>
<td>------------------------</td>
<td>----------------------</td>
<td>----------------</td>
<td>-----------------</td>
</tr>
<tr>
<td>5472015</td>
<td>Inactive</td>
<td>Final invoice under review by Caltrans.</td>
<td>Monitor for progress.</td>
<td>Windsor</td>
<td>Metropolitan Transportation Commission</td>
<td>MULTIPLE SCHOOLS IN WINDSOR UNIFIED SCHOOL DISTRICT, CONDUCT PEDESTRIAN AND BKE SAFETY EDUCATION</td>
<td>3/24/2017</td>
<td>1/28/2013</td>
<td>3/24/2017</td>
<td>3/24/2017</td>
<td>LU3E</td>
<td>$310,000.00</td>
</tr>
<tr>
<td>5022050</td>
<td>Inactive</td>
<td>Invoice under review by Caltrans.</td>
<td>Monitor for progress.</td>
<td>Petaluma</td>
<td>Metropolitan Transportation Commission</td>
<td>WASHINGTON ST STREET BRIDGE OVER PETALUMA RIVER, SEISMIC RETROFIT</td>
<td>8/25/2017</td>
<td>4/5/2011</td>
<td>8/25/2017</td>
<td>8/25/2017</td>
<td>Q120</td>
<td>$250,000.00</td>
</tr>
<tr>
<td>5920056</td>
<td>Future</td>
<td>Submit invoice to District by 11/20/2018</td>
<td></td>
<td>Sonoma</td>
<td>County Metropolitan Transportation Commission</td>
<td>WOHLER RD. AT MARKWEST CR. BR #20-0139, REPLACE BRIDGE, LOCAL SEISMIC (TC)</td>
<td>12/14/2017</td>
<td>3/1/1999</td>
<td>12/14/2017</td>
<td>12/14/2017</td>
<td>Q110,L11E</td>
<td>$865,000.00</td>
</tr>
</tbody>
</table>
Staff Report

To: SCTA Technical Advisory Committee
From: Dana Turréy, Transportation Planner
Item: Quarterly Status Report of TDA3 and TFCA Projects –FYE 2018 Q4
Date: August 23, 2018

Issue: This report provides the status of TDA3 and TFCA projects not yet fully expended as of June 30, 2018. Projects in red have upcoming expiration dates.

Background:

<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project</th>
<th>ID</th>
<th>Programmed Amount</th>
<th>Funds Expended</th>
<th>Funds Remaining</th>
<th>Funds Expire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Rosa</td>
<td>Montecito Boulevard Bike Enhancements</td>
<td>17-0010-01</td>
<td>$40,000</td>
<td>$38,164.65</td>
<td>$1,835.35</td>
<td>6/30/2019</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Citywide Green Bike Lane Transition Enhancements</td>
<td>17-0010-02</td>
<td>$78,000</td>
<td>$79.67</td>
<td>$77,920.33</td>
<td>6/30/2019</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Citywide Pedestrian Enhancements</td>
<td>17-0010-02</td>
<td>$47,000</td>
<td>$29,978.10</td>
<td>$17,021.90</td>
<td>6/30/2019</td>
</tr>
<tr>
<td>Sonoma County - TPW</td>
<td>Bicycle Safety Education Campaign</td>
<td>17-0010-04</td>
<td>$50,000</td>
<td>$22,748.08</td>
<td>$27,251.92</td>
<td>6/30/2019</td>
</tr>
<tr>
<td>Sonoma County - RP</td>
<td>West County Trail – Forestville</td>
<td>17-0010-05</td>
<td>$200,000</td>
<td>$0.00</td>
<td>$200,000</td>
<td>6/30/2019</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>Class 2 and 3 - Local Streets, Class 2 - SR 116</td>
<td>17-0010-06</td>
<td>$8,842</td>
<td>$0.00</td>
<td>$8,842</td>
<td>6/30/2019</td>
</tr>
<tr>
<td>Cotati</td>
<td>Bicycle and Pedestrian Wayfinding Signage</td>
<td>18-0010-01</td>
<td>$90,000</td>
<td>$27,866.02</td>
<td>$62,133.98</td>
<td>6/30/2020</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Bicycle and Pedestrian Master Plan Update</td>
<td>18-0010-02</td>
<td>$192,392</td>
<td>$0.00</td>
<td>$192,392</td>
<td>6/30/2020</td>
</tr>
<tr>
<td>Petaluma</td>
<td>Pedestrian and Bicycle Upgrades, Crystal Lane and Edith Street</td>
<td>18-0010-03</td>
<td>$79,283</td>
<td>$79,283.00</td>
<td>$0</td>
<td>6/30/2020</td>
</tr>
</tbody>
</table>

Project costs must be incurred prior to the TDA3 expiration date (typically June 30). Sponsors must submit invoices no later than August 31 for any funds expiring June 30. Please submit invoices to MTC Accounts Payable acctpay@bayareametro.gov, and copy SCTA (Dana Turréy dana.turrey@scta.ca.gov).
<table>
<thead>
<tr>
<th>Jurisdiction</th>
<th>Project</th>
<th>ID</th>
<th>Programmed Amount</th>
<th>Funds Expended</th>
<th>Funds Remaining</th>
<th>Funds Expire</th>
</tr>
</thead>
<tbody>
<tr>
<td>Petaluma</td>
<td>Traffic Signal Coordination Timing Project</td>
<td>16-SON-05</td>
<td>$100,000.00</td>
<td>$100,000.00</td>
<td>$0</td>
<td>10/26/2018</td>
</tr>
<tr>
<td>Santa Rosa CityBus</td>
<td>Trip Reduction Incentive Programs</td>
<td>17-SON-01</td>
<td>$234,670.00</td>
<td>$234,670.00</td>
<td>$0</td>
<td>12/08/2018</td>
</tr>
<tr>
<td>Santa Rosa Public Works</td>
<td>Public Access EV Chargers, Courthouse Square</td>
<td>17-SON-02</td>
<td>$25,000.00</td>
<td>$0</td>
<td>$25,000.00</td>
<td>12/08/2018</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>Transit Marketing</td>
<td>17-SON-03</td>
<td>$71,265.00</td>
<td>$0</td>
<td>$71,265.00</td>
<td>12/08/2018</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>Airport Business Park Shuttle</td>
<td>17-SON-04</td>
<td>$70,000.00</td>
<td>$70,000.00</td>
<td>$0</td>
<td>12/08/2018</td>
</tr>
<tr>
<td>Sebastopol Public Works</td>
<td>Local Streets Bicycle Gap Closures</td>
<td>17-SON-05</td>
<td>$50,000.00</td>
<td>$0</td>
<td>$50,000.00</td>
<td>12/08/2018</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>Transit Signal Priority</td>
<td>17-SON-08</td>
<td>$52,724.26</td>
<td>$52,724.26</td>
<td>$0</td>
<td>12/08/2018</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>Trip Reduction Incentive Programs</td>
<td>18-SON-01</td>
<td>$280,817.00</td>
<td>$64,027.47</td>
<td>$216,789.53</td>
<td>12/07/2019</td>
</tr>
<tr>
<td>Petaluma Transit</td>
<td>Transit Marketing</td>
<td>18-SON-02</td>
<td>$96,514.00</td>
<td>$0</td>
<td>$96,514.00</td>
<td>12/07/2019</td>
</tr>
<tr>
<td>Sonoma County Transit</td>
<td>Electric Bus Purchase</td>
<td>18-SON-03</td>
<td>$168,543.00</td>
<td>$0</td>
<td>$168,543.00</td>
<td>12/07/2019</td>
</tr>
<tr>
<td>SCTA</td>
<td>Emergency Ride Home</td>
<td>18-SON-04</td>
<td>$70,000.00</td>
<td>$0</td>
<td>$70,000.00</td>
<td>12/07/2019</td>
</tr>
</tbody>
</table>

Final Reports for TFCA projects completed before June 30, 2018, and Interim Reports for all open projects are due in October 2018.

Please submit all TFCA invoices by June 24 for any expenses incurred in that fiscal year.

**Action:**

Please contact Dana Turréy at dana.turrey@scta.ca.gov with any questions.
List of Deliverables: Sonoma County Travel Model Update & Sonoma County Travel Behavior Study

2015 Model Calibration/Validation:

- Recalibrated and validated 2015 travel model
- Model validation report including discussion of dynamic validation/reasonableness testing for 2040 forecast scenario

Travel Behavior Study and Origin-Destination Analysis:

- Detailed report outlining major travel flows, origins-destinations, major attractors, travel mode estimates, estimates of commuter/visitor traffic, estimates of goods movement flows, trip purposes, estimates of vehicle occupancies, VMT estimates, weekday vs. weekend travel flow estimates, and other travel related information that can be derived from the data collected
- Maps, charts, and graphics providing more information and detail on the topics discussed above
- Origin-destination and other travel behavioral data

Travel Model Enhancements:

- Weekend model – travel model enhancements to allow for estimation of weekend travel
- Visitor/Tourism – travel model enhancements to improve travel model’s ability to estimate visitor and tourism travel
- Winery/Ag. uses – travel model enhancements to improve the travel model’s ability to estimate travel associated with winery and agricultural uses
- SB743 support – White papers/tech. memorandums providing guidance on setting VMT thresholds, calculating VMT for land use and capital projects, and mitigation. VMT maps and charts. Sketch planning VMT estimation tool.
- Expanded model boundaries – Model enhancements to provide better estimates of travel entering or leaving the county.
### Task Schedule

<table>
<thead>
<tr>
<th>TASK</th>
<th>July '18</th>
<th>Aug '18</th>
<th>Sept '18</th>
<th>Oct '18</th>
<th>Nov '18</th>
<th>Dec '18</th>
<th>Jan '19</th>
<th>Feb '19</th>
<th>March '19</th>
<th>Apr '19</th>
<th>May '19</th>
<th>June '19</th>
<th>July '19</th>
<th>Aug '19</th>
<th>Sep '19</th>
<th>Oct '19</th>
<th>Nov '19</th>
<th>Dec '19</th>
<th>Jan '20</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Model Validation/Calibration (TJKM)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Invoicing/Funding Agreements (SCTA)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>3. Contracting (SCTA/Fehr &amp; Peers)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>4. Initial Data Collection (Fehr &amp; Peers)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>5. SB 743 Support Work (F&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>6. Travel Behavior Study Additional Data Collection and Travel</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Behavior Study (F&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>7. Weekend Model Enhancements (F&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>8. Winery/Ag Enhancements (F&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>9. Visitor/Tourism Enhancements (F&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>10. Expanded Gateways (F&amp;P)</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Note:** SCTA Board meetings are scheduled according to the schedule provided.