Transit Paratransit Coordinating Committee

MEETING AGENDA

September 18, 2018 – 1:30 p.m.

Sonoma County Transportation Authority
SCTA Large Conference Room
490 Mendocino Avenue, Suite 206
Santa Rosa, California 95401

ITEM

1. Introductions

2. Approval of Meeting Notes: July 17, 2018 - DISCUSSION / ACTION*

3. Roundtable Updates - Discussion
   3.1. Transit / Paratransit Operators
   3.2. Mobility Partners

4. Sonoma Access draft website preview, Area Agency on Aging – Demo/Discussion

5. Zero Emission Bus, Proposed CARB Innovative Clean Transit Rule – Information*

6. Senate Bill 1 Fact Sheets – Discussion**

7. Public Comment - Discussion

8. Items for Next Agenda – Discussion

9. Other Business / Comments / Announcements

10. Adjourn – ACTION

*Materials attached
**Materials to be handed out

The next SCTA/RCPA meeting will be held October 8, 2018
The next TPCC meeting will be held November 20, 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 Transit Paratransit Coordinating 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.

Pagers, cellular telephones and all other communication devices should be turned off during the committee meeting to avoid electrical interference with the sound recording system.

490 Mendocino Ave. #206, Santa Rosa, CA | 707.565.5373 | scta.ca.gov | rcpa.ca.gov
ITEM
1. Introductions
Meeting called to order at 1:31 p.m. by Chair Dennis Battenberg.

Members: Dennis Battenberg, Chair; Stan Gow, Vice Chair; Bob Cuneo; Patricia Kearns; Mohamed Ali, MV Transportation; Tim Webster, Earle Baum Center of the Blind; Jon Gaffney, Golden Gate Transit; Sylvia Martinez-Palacios (via phone), Petaluma Transit; Steven Schmitz, Sonoma County Transit; April Pearson, Volunteer Wheels.

Guests: Diane Deutch; Larry Hall; Bettina O’Brien, Santa Rosa MS Support & Self Help; Don Ziskin

Staff: Dana Turrey; Drew Nichols.

2. Approval of Meeting Notes: May 15, 2018 - DISCUSSION / ACTION*
Approved as submitted.

3. Round Table Updates*

3.1. Transit / Paratransit Operators

*Golden Gate Transit:
Jon Gaffney reported on the annual fare increase for paratransit (Whistlestop) and fixed route service.

*Petaluma Transit:
Sylvia Martinez-Palacios updated on the service change for the fixed route service set for August.

A Paratransit User Group meeting was held in June, and staff is looking at providing transportation to the meeting.

Sonoma County Transit:
Steven Schmitz announced a new scheduling software system will be available soon for Volunteer Wheels which will allow the ability to do in-route scheduling.

Four new paratransit vehicles are set to be delivered in August.

Lastly, no smoking decals are in the process of being ordered and will be placed on the shelters throughout Sonoma County.

3.2. Mobility Partners

Dana Turrey provided an update on the Area Agency on Aging’s ongoing work on the Sonoma Access website. The website has not yet been launched, however hopefully by the next meeting, information will be available for the committee.

April Pearson, Volunteer Wheels, reported on updates to the software system that are poised to increase efficiency.

4. Customer Service/Information Hours for Paratransit - Discussion

Dana Turrey introduced this topic due to a request for the committee to know information regarding customer service hours, the protocols for scheduling, and after hour paratransit customer service.

Steven Schmitz announced paratransit scheduling hours for Sonoma County Transit are 8am to 5pm and currently are in the process to hire an additional staff member.

April Pearson spoke on the idea of a night dispatcher to be available for inquiries after 5 p.m.
Typically, on-call assistants, which dispatches to a driver, are available from the first trip to the last trip.

Tim Webster asked this is not to schedule rides, rather checking on information pertaining to a scheduled ride.

Ms. Pearson responded this would be to confirm a ride after 5 p.m. or to check the status of a ride; scheduling a ride will still remain from 8 a.m. to 5 p.m.

Jon Gaffney announced paratransit scheduling on Whistlestop is from 8 a.m. to 5 p.m. seven days a week and dispatchers are available from the first ride to last ride of the day.

The eligibility department hours are Monday through Friday, 9 a.m. to 6 p.m. These hours are for all of Marin Transit local services as well.

Mr. Gaffney also reported that Golden Gate Transit is currently in process of implementing a web-based scheduling ability. This is aimed to be launched by the end of the year.

Mohamed Ali announced scheduling paratransit with Santa Rosa CityBus is Monday through Friday, 8 a.m. through 5 p.m., and weekends are 9 a.m. to 5 p.m. Dispatchers are available from the first ride to the last.

If an individual caller is unable to connect with a staff member, Mr. Ali urged the committee to leave a voice message, as voicemails are returned.

Furthermore, scheduling stops at 3 p.m. on Sundays and schedules are not made before 8 a.m.

Sylvia Martinez-Palacios announced all information are included on Petaluma Transit’s Rider Guide, specifically on page 13.

Hours to schedule a ride Monday through Friday are 8 a.m. to 5 p.m., Saturday 9 a.m. to 5 p.m., and Sunday 9 a.m. to 3 p.m. All holiday hours are 9 a.m. to 3 p.m.

The phone system is set up during regular business hour to provide an option to cancel, schedule, check status, or speak with an operator. After 5 p.m., click options are available to speak to an operator.

Steven Schmitz also stated the weekend hours for Sonoma County Transit are 9 a.m. to 5 p.m.

5. Public Comment

Tim Webster promoted the Earle Baum Center for the Blind’s open house on September 22nd, 2018. There will be demonstrations of the activities, instructions, and the types of services offered.

Mr. Webster also announced an event at the Sebastopol Center for the Arts as another way to bring awareness to the organization.

Don Ziskin added there has been a lot of people visiting the Earle Baum Center after hearing about it through paratransit services.

Bettina O’Brien announced the annual fundraiser for the MS Support Group on July 29th, 2:30 p.m. to 4:30 p.m. at the English Tea House in Downtown Santa Rosa.

Larry Hall announced a walkabout event in Rohnert Park on Wednesday July 25th at the Rancho Grande Senior Home from 12:00 p.m. to 1 p.m.

6. Items for next agenda

Dana Turrey announced the next TPCC meeting will be held on September 18th and to contact Ms. Turrey with items of interest.
7. Other Business / Comments / Announcements

Dana Turrey included a glossary of transportation acronyms and terms for the committee’s awareness.

Furthermore, the SCTA/RCPA Board of Directors meeting in August is cancelled. The next meeting will be on September 10th, 2018.

8. Adjourn – ACTION

The committee adjourned at 2:05 p.m.
Memorandum

TO: Transit Finance Working Group

DATE: September 5, 2018

FR: Glen Tepke

RE: CARB Innovative Clean Transit Rule Update

Proposed ICT Regulation

On August 7 California Air Resources Board (CARB) staff released its proposed Innovative Clean Transit (ICT) regulation for public comment before it is considered by the CARB Board at their September 27-28 meeting. The release includes the specific regulatory language, Initial Statement of Reasons (a justification for the regulation that staff is required to produce before the rule can be adopted), Draft Environmental Assessment, and other supporting documents. The packet can be found at https://www.arb.ca.gov/regact/2018/ict2018/ict2018.htm.

The proposed rule is essentially unchanged from the proposal released by CARB staff in June. Major elements include:

(1) ZEB Rollout Plan - Each transit agency would be required to submit a Plan approved by their governing board for how the agency plans for ZEB purchases and infrastructure buildout, associated financial planning, workforce training.

(2) ZEB purchase requirements – for large transit agencies (100 or more buses):
   - Starting January 1, 2023, 25 percent of annual new buses purchased;
   - 2026, 50 percent;
   - 2029, 100 percent.

For small transit agencies (fewer than 100 buses):

- 2026, 25 percent;
- 2029, 100 percent.

(3) Waiver for early compliance - purchase requirements for 2023 waived if transit agencies statewide collectively purchase 1,000 ZEBs by December 31, 2020, for 2024 if agencies purchase 1,150 ZEBs by December 31, 2021.

(4) Zero-Emission Mobility Option - transit agency may use zero-emission cars or vans or bicycles to meet a portion of its ZEB requirements.

(5) ZEB Bonus credits for early placement of ZEBs, including extra credits for early Fuel Cell Electric Buses (FCEBs).
(6) Optional Joint Zero-Emission Bus Group to pool resources and more efficient utilization of infrastructure.

(7) Use of low NOx engines.

(8) Use of renewable fuels.

(9) Deferral from ZEB purchase requirements under conditions outside agency's control.

(10) Reporting.

For a more detailed summary, see the memo on this topic for the July TFWG meeting and the attached CARB presentation at http://apps.mtc.ca.gov/meeting_packet_documents/agenda_2523/06_CARB_Update.pdf.

Issues

Since the proposed regulation has changed little since the June proposal, the issues we have identified with the proposal have also remained the same:

**Funding.** ZEBs procured to meet the purchase requirement would be ineligible for vouchers from CARB’s Hybrid Voucher Incentive Program (HVIP) or the Volkswagen Environmental Mitigation Trust; only ZEBs purchased earlier or in greater numbers than required would be eligible. However, because the start date of the purchase requirement would be pushed back by three years (relative to CARB staff’s previous December 2017 proposal), operators would have more time to procure ZEBs ahead of the mandate and claim vouchers. CARB staff anticipates having sufficient funding to provide vouchers for all of the 1,000 ZEBs required by 2020 to trigger a waiver of the 2023 purchase requirement (see Waiver for Early Compliance above), but this is dependent on receiving sufficient appropriations for HVIP from the Legislature. In addition, CARB staff anticipates that as ZEB prices continue to fall and approach the prices for conventional buses, voucher amounts will be reduced in future years.

Funding for charging, fueling and maintenance infrastructure is another issue. HVIP vouchers currently include a small enhancement (additional funds) for infrastructure costs, but CARB staff is proposing to eliminate the enhancement after FY2018-19 to streamline HVIP administration. There are currently no other CARB funding programs that could help cover ZEB-related infrastructure costs. As summarized in the workshop presentation, the California Public Utility Commission recently approved PG&E’s expenditure of $236 million on transportation electrification, but these funds may be spent on a variety of transportation sectors besides transit.

**Operating Costs.** The revised proposal does not address the concern expressed by transit operators that the operating costs of ZEBs already in service have been higher than for conventional buses, primarily for electricity and maintenance. This experience contradicts CARB staff’s analysis that projects that operating cost savings over the life of a battery electric bus would more than offset the higher up-front capital costs.

**Definition of Large and Small Operators.** Cutaways would be excluded from the ZEB purchase requirements, but cutaways with a GVWR greater than 14,000 pounds, including those used for paratransit service, would be counted when determining whether an operator is large (100 or more buses/cutaways) or small (less than 100).
SFMTA Trolleys. Procurement of electric trolleys by SFMTA would not count toward the purchase requirement.

Next Steps

- Comments due 9/24/18 or at hearing.
- First public hearing at CARB Board meeting 9/27-28/18
- Second hearing: Winter 2018/2019
- Anticipated rule effective date: January 1, 2020

MTC Comment Letter

In July MTC staff, with input from transit operator staff, submitted a comment letter on the June proposal — see attached. MTC staff is considering whether to submit another comment letter on the final proposal, and seeks input from TFWG members on this question and on what additional comments we might make. If you have any feedback, please contact Glen Tepke at (415) 778-6781 or gtepke@mtc.ca.gov by COB on Wednesday, September 12.
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.
TRANSPORTATION SOLUTIONS IN THE CITY OF CLOVERDALE

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 City of Cotati
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
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- $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
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- 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.

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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 City of Healdsburg
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

SENATE BILL 1 (SB 1)
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- $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

COMMENDED 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 SB1 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

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- Potentially lower future transportation tax revenues.
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ROAD REPAIRS
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GOODS MOVEMENT AND ECONOMIC ACTIVITY
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Transportation Solutions in the City of Petaluma
Infrastructure Investments Funded By Senate Bill 1 and Measure M

FUNDING SOLUTIONS

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- **$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 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.
ACCOUNTABILITY AND TRANSPARENCY

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**Measure M**
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- Annual independent audits.
- An independent watchdog committee made up of Sonoma County citizens.

PROTECTION OF FUNDS

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PROPOSITION 6: SB 1 REPEAL EFFORT

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EXPAND SAFETY • REPAIR ROADS • MOVE PEOPLE & GOODS

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**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

**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 SB 1 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

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 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.
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 to 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 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

Overall $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.
TRANSPORTATION SOLUTIONS IN THE CITY OF SEBASTOPOL

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.
TRANSPORTATION SOLUTIONS IN THE CITY OF SONOMA

ACCOUNTABILITY AND TRANSPARENCY
Strict accountability and transparency along with performance measures ensure 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 deteriorating 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 railroad 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.
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

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

HIGHWAY AND BRIDGE SAFETY

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 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.**

**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

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

**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

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

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.

**Over $35 million in annual local streets and roads funding for Sonoma County from the state**

<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>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>$20,920</strong></td>
<td><strong>$15,207</strong></td>
</tr>
</tbody>
</table>

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

**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.

**Sonoma County Transit Operators**

<table>
<thead>
<tr>
<th>Sonoma County Transit Operators</th>
<th>Existing 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>$10,986</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_LSR-Detail.pdf

**Sonoma County**

<table>
<thead>
<tr>
<th><strong>Sonoma County Transit</strong></th>
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<table>
<thead>
<tr>
<th><strong>Sonoma-Marin SMART</strong></th>
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<th><strong>Petaluma Transit</strong></th>
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</table>

**CityBus**

**Over $35 million in annual local streets and roads funding for Sonoma County from the state**

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

1 This figure includes State Rail Assistance and State Transit Assistance Funding.