



Benefits for All Types of Transportation

About the Measure

20-year ¼-cent sales tax extension for transportation - not a tax increase.

Data driven expenditure plan has been vetted through extensive stakeholder outreach to help all modes of transportation.

Cost effective for most residents, typical cost is \$62/year or \$5/month.

Cannot be taken away by State or other entities. Only changed by the voters.



Provides \$10M each year to pave roads - doubling the amount of local funds.



More than doubles the amount of local money going to local bus service.



More than quadruples local funding for bike and pedestrian projects.



Dedicates funds to improve alternatives to cars and fight climate change.



Provides opportunity for public projects to create good, local jobs.



Dedicates funds to first/last mile connections for public transit.



Urges use of technology to ensure safety and reliability, not just infrastructure.



Dedicates funds to fare free transit for students and seniors.



Dedicates funds to travel demand programs for alternatives to single occupant cars.



Requires road projects to include bike and pedestrian elements.



Specifies projects are subject to CEQA for VMT and GHG reduction.



Requires projects to use best practices for bikeway design.



Requires paving projects to consider methods that reduce GHG emissions.

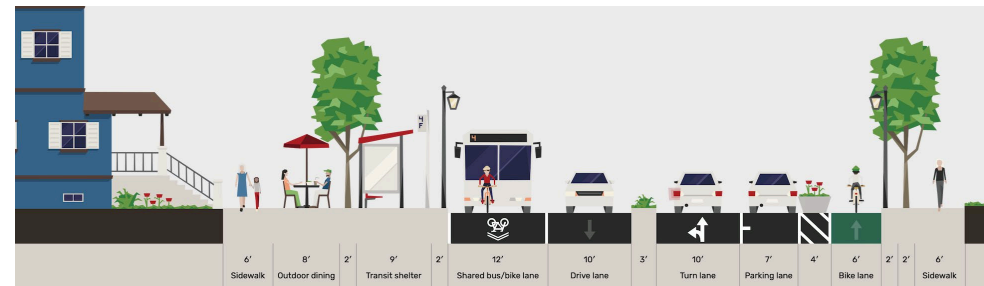
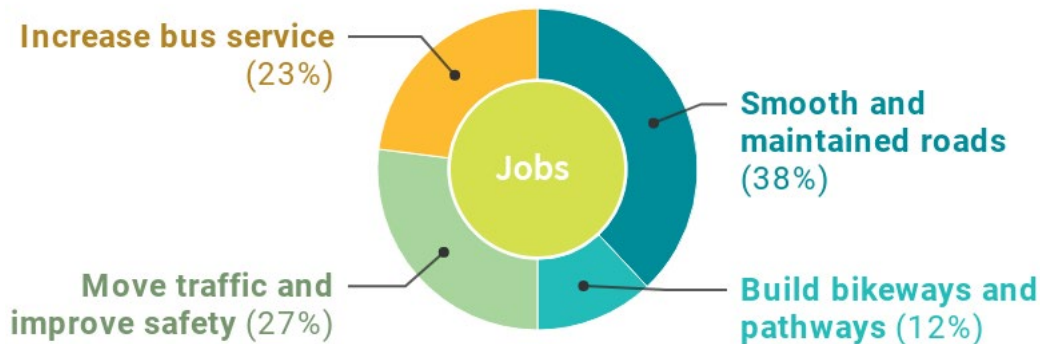


Ensures no delay in getting projects ready to go for construction.



Requires Cities and County to maintain the same level of local money they currently spend on transportation.

Funding by Category



City of Sebastopol – Go Sonoma Sample Projects and Funding Splits

Potential projects will be identified and prioritized by each city and the County when a call for projects is issued for the Move Traffic and Improve Safety and Build Bikeways and Pathways programs. Sample projects are included in Moving Forward 2050, our Comprehensive Transportation Plan, found at: scta.ca.gov/2050

This list does not guarantee funding for a project. All projects are subject to a competitive process.



| City of Sebastopol– Sample Projects to Move Traffic and Improve Safety | Project Cost (\$M) |
|--|--------------------|
| Bodega Corridor Project | \$5.0 |
| Signal at Fircrest and Gravenstein N (SR116) | \$0.4 |
| Signal at Healdsburg-Murphy intersection | \$0.4 |

| City of Sebastopol – Sample Bikeway and Pathway Projects | Project Cost (\$M) |
|---|--------------------|
| Alternate West Route to Sebastopol | \$5.0 |
| West Sebastopol Active Transport Plan - Bodega Ave - Ragle Road - Mill Station Road | \$8.3 |
| Libby Park Bike Lane | \$0.2 |
| Class 1 bike lane to City Line - Ragle to City Line at Atascadero Creek | \$0.5 |

Annual Transit Agency Funding

| Operators | Maintain and Expand Service | Reimbursement |
|------------------------------|-----------------------------|---------------------------------------|
| Petaluma Transit | \$582,000 | Fare free rides and commuter benefits |
| Santa Rosa CityBus | \$1,642,000 | |
| Sonoma County Transit | \$2,457,000 | |

Annual Pothole Fund

| Jurisdiction | Split (Population / Road Mile) | Estimated Annual Sales Tax Funding |
|-------------------|--------------------------------|------------------------------------|
| Cloverdale | 1.59% | \$157,000 |
| Cotati | 1.27% | \$126,000 |
| Healdsburg | 2.18% | \$216,000 |
| Petaluma | 9.78% | \$967,000 |
| Rohnert Park | 6.24% | \$616,000 |
| Santa Rosa | 28.15% | \$2,781,000 |
| Sebastopol | 1.28% | \$127,000 |
| Sonoma | 1.84% | \$182,000 |
| Windsor | 4.61% | \$456,000 |
| County | 43.04% | \$4,253,000 |



More Information: scta.ca.gov/GoSonoma