Traffic Relief Act For Sonoma County

Expenditure Plan

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Approved by Voters November 2, 2004
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Executive Summary

Traffic Relief Act for Sonoma County Expenditure Plan
A ¼ cent sales tax for 20 years, dedicated to transportation.

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

20% will fund pothole repair and street maintenance.

Jurisdiction	Population/ Road Mile Percentage	Sales Tax Funding
Cloverdale	1.2%	$ 1,091,500
Cotati	1.2%	$ 1,090,000
Healdsburg	2.2%	$ 2,034,600
Petaluma	8.9%	$ 8,335,600
Rohnert Park	6.3%	$ 5,907,300
Santa Rosa	26.8%	$ 25,200,100
Sebastopol	1.3%	$ 1,253,000
Sonoma	1.6%	$ 1,530,100
Windsor	3.8%	$ 3,529,800
Sonoma County	46.9%	$ 44,100,200
Estimated Total	100.0%	$ 94,072,700

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

Project	Sales Tax Money To Be Used for Match	Developer Fees & Gas Tax Money
Penngrove Improvements, including Railroad Interchange	$ 5,450,000	$ 19,000,000
Fulton Road Improvements and Interchange at Route 12	$ 9,200,000	$ 19,000,000
Airport Blvd Improvements and Interchange at Hwy 101	$ 15,000,000	$ 15,000,000
Old Redwood Hwy Interchange	$ 10,000,000	$ 10,000,000
Farmers Lane Extension	$ 437,000	$ 10,000,000
Hearn Avenue Interchange	$ 21,000,000	$ 21,000,000
Route 121/116 & Arnold Drive	$ 9,000,000	$ 9,000,000
Forestville ~~Bypass~~	$ 2,000,000	$ 2,000,000
Bodega Highway	$ 0	$ 1,000,000
River Road	$ 0	$ 1,000,000
Mark West Springs Road	$ 1,000,000	$ 1,000,000
Reserve for Existing Projects	$ 20,913,000	$ 20,913,000
Estimated Total	$ 94,000,000	$ 110,913,000

B. Highway 101 Improvements – 40%

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

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

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

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

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

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

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

I. TRANSPORTATION VISION

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

- Maintain and expand our existing transportation system:
  - Widen Highway 101,
  - Improve interchanges,
  - Fix potholes and maintain local streets and roads,
  - Relieve traffic congestion on key corridors,
  - Establish a passenger rail system,
  - Expand the local bus system, and
  - Build safe bike and pedestrian routes

- Make the transportation system easy to use with efficient connections between buses, the future passenger rail service, the freeway, and local roads and bike routes.

- Use local money to become a "self-help" county and leverage state and federal funding for transportation needs.

- Enhance safety in all aspects of the transportation system.

- Improve the mobility of all residents, especially seniors and people with disabilities.

- Help meet the unique local transportation needs of each community in Sonoma County.

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

II. EXPENDITURE PLAN SUMMARY

Traffic Relief Act for Sonoma County

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

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

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

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

Oversight and Administration

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

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

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

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

III. GOALS AND OBJECTIVES

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

IV. PROJECT DESCRIPTIONS

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

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

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

Jurisdiction	Population/Road Mile Percentage	Estimated Funding
Cloverdale	1.2%	$ 1,091,500
Cotati	1.2%	$ 1,090,000
Healdsburg	2.2%	$ 2,034,600
Petaluma	8.9%	$ 8,335,600
Rohnert Park	6.3%	$ 5,907,300
Santa Rosa	26.8%	$ 25,200,100
Sebastopol	1.3%	$ 1,253,000
Sonoma	1.6%	$ 1,530,100
Windsor	3.8%	$ 3,529,800
Sonoma County	46.9%	$ 44,100,200
Total	100.0%	$ 94,072,700

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

1. **Penngrove Improvements including Railroad Avenue Interchange**
   Estimated Total Cost: $38,000,000
   Estimated Sales Tax Share: ~~$19,000,000~~ $5,450,000
   Implementing Agency: County of Sonoma, Caltrans and SCTA
   Project Description: This project will include providing access to Highway 101 at Railroad Avenue. The project will improve circulation and access, while also relieving congestion in the Penngrove area.

2. **Airport Blvd. Improvements & Airport Blvd. Interchange**
   Estimated Total Cost: $30,000,000
   Sales Tax Share: $15,000,000
   Implementing Agency: County of Sonoma, Caltrans and SCTA
   Project Description: This project will signalize and widen Airport Blvd. from Sonoma County Airport over Highway 101 to Old Redwood Highway. The project would also extend Brickway from Laughlin Road to River Road as a congestion relief measure for the Airport Blvd. interchange.

3. **Highway 121/116 Intersection Improvements & Arnold Drive Improvements**
   Total Cost: ~~$14,000,000~~ $18,000,000
   Sales Tax Share: ~~$7,000,000~~ $9,000,000
   Implementing Agency: County of Sonoma and Caltrans
   Project Description: This project would remove a right turn lane and install a ~~traffic signal~~ roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, replace the Yellow Creek Bridge, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The capacity of the park and ride lot would be increased from 47 spaces to 94 parking spaces. The Arnold Drive improvements would include adding traffic signals and center turn lanes at various locations. This project is both a congestion relief and safety project.

4. **Fulton Road Improvements and Fulton Road Interchange at Route 12**
   Total Cost: $38,000,000
   Sales Tax Share: ~~$19,000,000~~ $9,200,000
   Implementing Agency: County of Sonoma, City of Santa Rosa and Caltrans
   Project Description: This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.

5. **Forestville ~~Bypass~~**
   Total Cost: $4,000,000
   Sales Tax: $2,000,000
   Implementing Agency: County of Sonoma ~~and Caltrans~~
   Project Description: ~~This project would realign an "S" curve on Highway 116 and construct minor widening and signalization at the intersections of Highway 116/Packing House and Highway 116/Mirabel.~~ The project would relieve congestion through downtown Forestville and improve safety.

6. **Old Redwood Highway Interchange in Petaluma**
   Total Cost: $20,000,000
   Sales Tax: $10,000,000
   Implementing Agency: City of Petaluma, Caltrans and SCTA
   Project Description: This project would construct a replacement interchange for the Old Redwood Highway/101 interchange with wider ramps, wider over-crossing, and better signalization. This project is both a safety and congestion relief project.

7. **Hearn Avenue Interchange Improvements in Santa Rosa**
   Total cost: ~~$18,000,000~~ $42,000,000
   Sales Tax: ~~$9,000,000~~ $21,000,000
   Implementing Agency: City of Santa Rosa, Caltrans and SCTA
   Project Description: This project would widen the Hearn Avenue Bridge; add turn lanes and widen the Santa Rosa Avenue approaches to the Hearn interchange and realign the ramps on the west side of the interchange.

8. **Farmers Lane Extension**
   Total Cost: $20,000,000
   Sales Tax: ~~$10,000,000~~ $437,000
   Implementing Agency: City of Santa Rosa
   Project Description: This project will construct a new street carrying regional and local traffic from the intersection of Bennett Valley Road and Farmers Lane, in Santa Rosa, to Petaluma Hill Road at Yolanda Avenue, a distance of approximately two miles.

9. **Bodega Highway Improvements west of Sebastopol**
   Total Cost: ~~$2,000,00~~0
   Sales Tax: $1,000,000 $0
   Implementing Agency: County of Sonoma
   Project Description: This project would straighten curves near Occidental and add turn pockets where needed. This is a safety project.

10. **Mark West Springs Road in northeast Sonoma County**
    Total Cost: $2,000,000
    Sales Tax: $1,000,000
    Implementing Agency: County of Sonoma
    Project Description: This project would add shoulders and turn pockets on Mark West Springs Road.

11. **River Road Improvements**
Total Cost: $2,000,000
Sales Tax: ~~$1,000,000~~ $0
Implementing Agency: County of Sonoma
Project Description: This project would straighten a curve west of Mirabel Road near Guerneville, add shoulders and add turn pockets.

12. **Reserve: To be allocated to Local Street Projects from original list**
Total Cost: $41,826,000
Sales Tax: $20,913,000
Implementing Agency: Various
Project Description: This project provides a reserve of funding for other projects originally included in this program category. Reallocation of tax proceeds within a program category will be based first on project readiness and availability of matching funds. The next tier of criteria will include impact on congestion, cost-effectiveness, and schedule adherence as determined by the SCTA. Existing projects from the LSP program category that need additional funding will be the first priority, changes in scope will be the second priority. New projects will not be considered unless and until existing projects are completed or withdrawn by sponsors. Projects must maintain a 50% match level from other funding sources.

B. Highway 101

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

1. **Rohnert Park – Santa Rosa Avenue to Rohnert Park Expressway**
Total Cost: $40,000,000
Sales Tax Cost: $40,000,000
Implementing Agency: Caltrans and SCTA
Project Description: This project would add one carpool lane in each direction through Rohnert Park and includes the re-construction of the Wilfred Avenue Interchange and the local roadways in the interchange area.

2. **Old Redwood Highway in Petaluma to Rohnert Park Expressway**
Total Cost: $105,000,000
Sales Tax Cost: $50,000,000
Implementing Agency: Caltrans and SCTA
Project Description: This project would add one carpool lane in each direction between Petaluma and Rohnert Park and a northbound truck-climbing lane between Petaluma and Cotati. The sales tax dollars will be used to accelerate project

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

3. **Steele Lane in Santa Rosa to Windsor River Road in Windsor**
   Total Cost: $105,000,000
   Sales Tax Cost: $50,000,000
   Implementing Agency: Caltrans and SCTA
   Project Description: This project would add one carpool lane in each direction between Steele Lane in Santa Rosa and Windsor River Road in Windsor. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where needed. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.

4. **Petaluma – Petaluma River Bridge to Old Redwood Highway**
   Total Cost: $50,000,000
   Sales Tax: $25,000,000
   Implementing Agency: Caltrans and the SCTA
   Project Description: This project would add one carpool lane in each direction through Petaluma. It would also improve the on ramps and off ramps and add deceleration and acceleration lanes where warranted. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.

5. **Petaluma River Bridge to Sonoma County Line**
   Total Cost: $125,000,000
   Sales Tax: $10,000,000
   Implementing Agency: Caltrans and SCTA
   Project Description: This project would add one carpool lane in each direction, improve safety at numerous access points, rebuild the Petaluma River Bridge and provide traffic congestion relief. The sales tax dollars will be used to accelerate project engineering, purchase right of way, and leverage state and federal revenues to construct the project.

6. **Design, Project Development and Financing Costs**
   Total Cost: $25,000,000
   Sales Tax: $13,000,000
   Implementing Agency: Caltrans and SCTA
   Project Description: This category of funding would allow the SCTA to contract with private firms to design and develop projects including engineering and environmental work. This would accelerate the delivery of projects and avoid having to rely on the state budget to provide the needed design resources. The SCTA and Caltrans would conduct oversight. It is anticipated bonds would be used to accelerate Highway 101 projects and the costs associated with doing that would be accounted for in this category.

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

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

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

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

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

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

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

1. **Santa Rosa Creek Trail**
   Sales Tax: $1,450,000
   Implementing Agency: City of Santa Rosa
   Project Description: Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

2. **Old Redwood Highway/Mendocino Avenue/ Santa Rosa Avenue Corridor Project**
   Sales Tax: $500,000
   Implementing Agency: City of Santa Rosa
   Project Description: Creates a safer north-south bike route through central Santa Rosa.

3. **Central Sonoma Valley Trail – Hwy 12 alternative route**
   Sales Tax: $1,900,000
   Implementing Agency: Sonoma County (Public Works & Regional Parks)
   Project Description: Creates a safe route for pedestrians and bicyclists between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12: forcing pedestrians and bicyclists to use the shoulder of Hwy 12 for such destinations as Flowery School, Larson Park, La Luz Community Center, Maxwell Farms Park and the Boys and Girls Club.

4. **Sonoma/Schellville – along NWP Right-of-Way – Hwy 121 to Lovall Valley Road**
   Sales Tax: $650,000
   Implementing Agency: Sonoma County (Regional Parks)
   Project Description: Class 1 path would connect Hwy 121 to City of Sonoma Class 1 path through town.

5. **Arnold Drive from Altimira Middle School to Hwy 12**
   Sales Tax: $2,000,000
   Implementing Agency: Sonoma County (Public Works)
   Project Description: Build shoulders on Arnold Drive just north of middle school to add bike lanes, through Sonoma Developmental Center and Glen Ellen to Hwy 12. This would continue the existing bike lane on Arnold Drive at Petaluma Avenue.

6. **Petaluma River Trail Enhancement**
   Sales Tax: $2,000,000
   Implementing Agency: City of Petaluma
   Project Description: Create a bicycle and pedestrian pathway along Petaluma River connecting east side of town to new shopping, new housing and theater district downtown.

7. **Copeland Creek/Laguna Trail – Redwood Drive to RP Expressway**
   Sales Tax: $350,000
   Implementing Agency: City of Rohnert Park
   Project Description: Make the existing path along Copeland Creek and Laguna de Santa Rosa from Redwood to Hinebaugh Creek (at Rohnert Park Expressway), and Commerce Blvd to the eastern city limits useable for pedestrians and bicyclists.

8. **Street Smart Sebastopol – enhanced bike & pedestrian access through downtown**
   Sales Tax: $2,000,000
   Implementing Agency: City of Sebastopol
   Project Description: This project includes closing gaps in sidewalks, adding bike routes, placing directional signs, building transit shelters and other related items within Sebastopol.

9. **West County Trail – Hwy 116 to Steelhead Beach**
   Sales Tax: $500,000
   Implementing Agency: Sonoma County (Public Works)
   Project Description: This is the last segment of the West County Trail.

10. **McCray Road bike lane from Cloverdale city limits to River Park**
    Sales Tax: $250,000
    Implementing Agency: Sonoma County
    Project Description: Create safe passage to the River Park from existing Cloverdale bike lanes.

11. **Healdsburg Foss Creek Trail on NWP Right-of-Way**
    Sales Tax: $3,250,000
    Implementing Agency: City of Healdsburg
    Project Description: Create a continuous paved pedestrian and bicycle facility (Class 1 and 2) between the City's northern and southern city limits. The path is along Foss Creek and the NWP rail line in places.

12. **Northwestern Pacific Railroad Bicycle Trail**
    Sales Tax: $1,000,000
    Implementing Agency: SMART and local jurisdictions
    Project Description: Work with SMART to build a north-south bike path parallel to the Northwestern Pacific railroad track throughout Sonoma County.

13. **Access Across Highway 101 at Various Locations**
    Sales Tax: $1,000,000
    Implementing Agency: Caltrans and local jurisdictions
    Project Description: Identify key east-west access points across Highway 101 and …

14. **Highway 1 in Bodega Bay – Salmon Creek to Doran Beach Road**
    Sales Tax: $950,000
    Implementing Agency: Caltrans and Sonoma County
    Project Description: On and off road bike route along the coast to provide safe passage for locals and through traffic.

V. IMPLEMENTATION GUIDELINES

A. The duration of the tax will be 20 years, beginning on April 1, 2005 and expiring on March 31, 2025.

B. Environmental reporting, review and approval procedures as provided for under the National Environmental Policy Act, the California Environmental Quality Act, or other applicable laws will be adhered to as a prerequisite to the implementation of any project.

C. Use of the retail transactions and use tax under this Transportation Expenditure Plan will be subject to the following restrictions:

1. The tax proceeds must be spent for the purposes of funding the transportation programs and projects as allowed in the Traffic Relief Act for Sonoma County and may not be used for other purposes.

2. Consistent with California Public Utilities Code Section 180200, the SCTA intends that the additional funds provided governmental agencies by the Traffic Relief Act for Sonoma County shall supplement existing local revenues being used for public transportation purposes and that local jurisdictions maintain their existing commitment of local funds for transportation purposes.

3. The SCTA is charged with a fiduciary duty in administering the tax proceeds in accordance with the applicable laws and this Traffic Relief Act for Sonoma County. Receipt of tax proceeds may be subject to appropriate terms and conditions as determined by the SCTA in its reasonable discretion, including, but not limited to, the right to require recipients to execute funding agreements and the right to audit recipients' use of the tax proceeds.

D. Actual tax proceeds may be higher or lower than estimated in this Traffic Relief Act for Sonoma County over the 20-year term. The Traffic Relief Act for Sonoma County expenditure plan is based on the percentage distributions to each Program Category and Project and the dollar values included are estimates only. Actual tax proceeds will be programmed annually in accordance with the percentage distributions in the Traffic Relief Act for Sonoma County expenditure plan.

E. The Sonoma County Transportation Authority will prepare a Strategic Plan prior to July 1, 2005, which will identify funding prioritization criteria consistent with the goals and objectives of the *Comprehensive Transportation Plan*, developed by the SCTA and periodically updated, and the Traffic Relief Act for Sonoma County expenditure plan. The Strategic Plan will include general procedures for project sponsors to initiate a project and identify an implementation schedule and the programming of funds for each listed project. The Strategic Plan will include the evaluation criteria for prioritization of projects and for reallocation of tax proceeds that become available pursuant to Section V-F below. The Strategic Plan will be updated at least every five years during the term of the Traffic Relief Act for Sonoma County.

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

1. A listed project is completed under budget;

2. A listed project is partially or fully funded by funding sources other than tax proceeds;

3. A project sponsor and implementing agency request deletion of a listed project because of unavailability of matching funds;

4. A listed project cannot be completed due to an infeasible design, construction limitation or substantial failure to meet specified implementation milestones.

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

1. Available tax proceeds can be reallocated only to project(s) within the same Program Category as the original listed project.

2. Reallocation of tax proceeds within a Program Category will be based on criteria specified in the Strategic Plan, which may include impact on congestion, cost-effectiveness, availability of matching funds, project readiness and schedule adherence as determined by the SCTA.

G. The SCTA is authorized to bond for the purposes of advancing the commencement of or expediting the delivery of transportation programs or projects. The SCTA may issue limited tax bonds, from time to time, to finance any program or project in the Traffic Relief Act for Sonoma County as allowed by applicable law and as approved by the SCTA, and the maximum bonded indebtedness shall not exceed the total amount of proceeds of this retail transactions and use tax, estimated to be $470 million in 2004 dollars. All costs associated with the issuance of bonds, including debt service payments, issuance costs, interest, reserve requirements, and insurance shall be accounted for within that program category in which the bond proceeds were used. Such bonds will be payable solely from the proceeds of the retail transactions and use tax and may be issued any time before expiration of the tax.

Appendix B – Goals & Objectives

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

Plan Goals

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

North/South Sub-area Objectives:

- Relieve congestion on Petaluma Hill Road at Adobe Road and between Snyder Lane and Santa Rosa Avenue
- Discourage through truck traffic on Old Redwood Highway in Cotati
- Keep through traffic on Highway 101
- Improve bike safety and bike continuity through Petaluma
- Relieve congestion at the key connection point of Stony Point Road/Highway 101/Petaluma Boulevard
- Improve east Petaluma and inter-city transit service
- Improve rail crossings and seek funds for grade separations
- Relieve congestion on Stony Point between Hearn Avenue and Highway 12
- Increase the number of transit trips throughout the subarea
- Create functional access to rail
- Improve the intersection at Old Redwood Highway and Fulton Road to relieve congestion and improve bike traffic
- Create bicycle "alternative routes" that don't go through cities
- Improve access to Hwy 101 in Central Healdsburg

- Seismically retrofit bridges north of Healdsburg to maintain emergency access and for serviceability
- Relieve truck traffic and congestion in southern Healdsburg
- Improve access to jobsites at Airport Business Park and Fountaingrove area
- Improve east-west traffic flow in northern Santa Rosa
- Improve access to and overall circulation at the Charles M. Schulz Regional Airport
- Expand bus transit service between Santa Rosa and Cloverdale

Northeast Sub-area Objectives:

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

Southeast Sub-area Objectives:

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

West Sub-Area Objectives:

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