



I. GO SONOMA ACT - EXPENDITURE PLAN SUMMARY

New transportation investment is needed in our community. Without it, we will experience more traffic, increased greenhouse gas emissions, and poorly maintained streets that lead to time away from our family and friends, bad air quality, increased costs for car maintenance, and impacts to our climate.

This plan, Go Sonoma, benefits everyone who lives and works in Sonoma County. Through a public process we have developed a plan that shows how we will fix local streets, improve transportation corridors, increase bus transit service, and improve safety for cyclists, pedestrians and drivers. Without increasing the current tax rate, more than twice as much money will be dedicated to local roads, bus service, and bike projects and cannot be taken away for any other purposes.

Having local money to build transportation infrastructure helps build the local economy too. GoSonoma will allow new projects to get built sooner, creating jobs that have a ripple effect throughout the county. SCTA will implement projects to improve our local communities and protect our environment and quality of life.

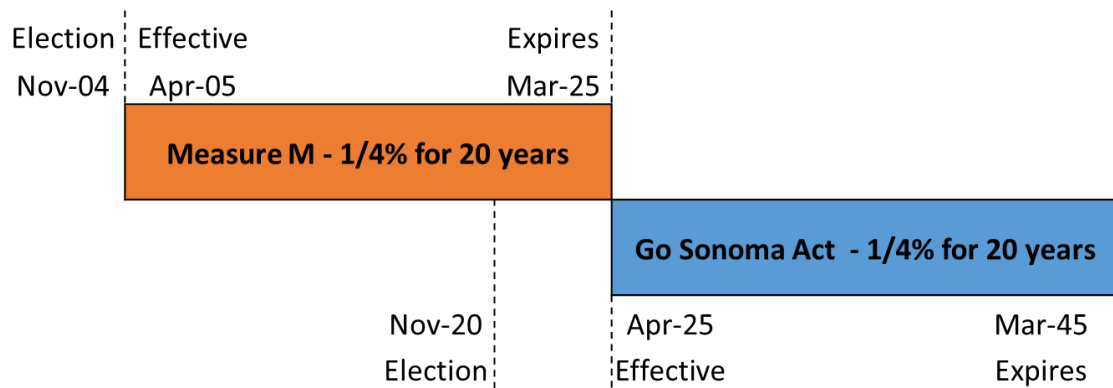
Sonoma became a self-help county in 2004 when it passed the Traffic Relief Act known as Measure M. In order to maintain our status as a self-help county and deliver critical transportation projects, we need Go Sonoma to be in place now so we can get projects ready and before we lose our standing. As a self-help county with a reliable revenue source the Sonoma County Transportation Authority (SCTA) leveraged other funding at a ratio of 5:1 to widen the Highway 101 corridor. With a stable local funding source, the SCTA has been able to secure highly competitive State and federal funds that would not have been possible without a local commitment that gets projects shovel ready.

The new investment plan will include four programs in two categories:

Fix roads, fill potholes, improve safety and usability for all	
Smooth & maintained roads	38%
Move traffic & improve safety	27%
Improve alternatives to cars, fight climate change	
Increase bus service, affordability, & first/last mile connections	23%
Build bikeways & pathways	12%

All projects will have a match requirement of at least 15%

The Go Sonoma Act will continue, for 20 years, the ¼-cent sales tax currently dedicated to transportation.



II. OUR TRANSPORTATION SYSTEM VISION AND GOALS

Go Sonoma is needed now in order to meet our transportation vision and goals and ensure key projects can be planned and built without delays. Since most of the projects identified in Measure M have been completed or are under way, a continuation of a local and reliable source of funding now will result in more matching funds for new improvements coming on line sooner.

VISION:

Connecting people, places and goods as we transition our transportation network to zero-emissions by 2050.

Our guiding principles are to improve safety, equity and quality of life.

GOALS:

Our transportation system should be:

1. Connected and Reliable: Deliver a seamless network that allows people to use a variety of transportation types easily, affordably and dependably.
2. Safe and Well Maintained: Provide safe and well-maintained transportation infrastructure.
3. Community Oriented and Place-Based: Implement place-based (or context sensitive) transportation projects, tailored to urban, suburban and rural communities that will improve local mobility.
4. Zero Emissions: Provide zero-emission transportation opportunities that meet diverse community needs, improve health and enhance quality of life.

III. GO SONOMA ACT - EXPENDITURE PLAN

The Go Sonoma Act translates the SCTA vision and goals into investments for specific programs in four program categories. Each program category will receive a percentage share of sales tax revenues, currently estimated at \$26 million annually. The program allocates 1% of the revenue for administration and audits.

A. Fix Roads, Fill Potholes, Improve Safety and Usability for All – 65%

SMOOTH & MAINTAINED ROADS

Fixing potholes and making our roads smooth to drive and ride on is a central focus of the Go Sonoma Act. Approximately \$9.9 million annually (or 38% of the sales tax revenue) will be used by cities and the County to fix existing roads and keep them well maintained. All projects will take into consideration bicycle and pedestrian needs, traffic calming, intelligent transportation system technology, construction methods and materials that reduce emissions, and appropriate safety measures. These components of a road project are eligible for sales tax revenue.

This program will help achieve the transportation system goals of: 1) Connected and Reliable, 2) Safe and Well Maintained, and 3) Community Oriented and Place Based.

Funds for this program will be allocated by a 50% population/50% road mile formula and local governments must maintain their existing commitments of local funds for transportation purposes. Below is a chart that estimates how much each jurisdiction can anticipate receiving annually.

Jurisdiction	Formula	Estimated Annual Sales Tax Funding
	Population / Road Mile Split	
Cloverdale	1.59%	\$157,393
Cotati	1.27%	\$125,580
Healdsburg	2.18%	\$215,865
Petaluma	9.78%	\$966,615
Rohnert Park	6.24%	\$616,221
Santa Rosa	28.15%	\$2,781,097
Sebastopol	1.28%	\$126,852
Sonoma	1.84%	\$181,829
Windsor	4.61%	\$455,837
County	43.04%	\$4,252,710
Total	100%	\$9,880,000

MOVE TRAFFIC & IMPROVE SAFETY

In addition to fixing local roads, the Go Sonoma Act will provide approximately \$7.0 million annually (or 27% of the sales tax revenue) for projects that get people moving and improve safety. Moving people and goods around Sonoma County means making changes to our roadway system, prioritizing alternatives and using technology to ensure reliability and safety.

Projects will compete for the funds in this program based on the following criteria:

- Air Quality and Greenhouse Gas Emissions.

The project is likely to satisfy environmental requirements and supports the reduction of air pollution and greenhouse gas emissions. It helps achieve goals set forth in the Shift Sonoma County Low Carbon Transportation Plan and climate emergency resolutions approved by local jurisdictions and the Regional Climate Protection Authority.

- Connectivity.

The project improves connections within and between communities and supports Priority Development Areas.

- Cost Effectiveness.

The costs and benefits of the project are reasonably balanced and other grants above the required match are leveraged when possible.

- Local Support.

The project has clear local support through a resolution of the local governing board and is included in the SCTA's Comprehensive Transportation Plan.

- Safety and Public Health.

The project improves safety and health for travelers of all modes, as well as community health and resiliency. It uses best practices for features such as crosswalk, bikeway and pathway designs on city streets (i.e., protected bike lanes) and for pedestrian improvements, transit elements and sound walls on road projects in urban areas.

- Traffic Flow.

The project improves high traffic conditions with right-sized solutions that have regional benefits that maximize the movement of people and reduce travel time. The flow of traffic is improved through operational improvements such as interchanges, traffic signals, turn lanes, or roundabouts, or by enabling reductions in vehicle miles traveled.

All projects will then be further assessed based on how they can reduce greenhouse gas emissions; how quickly they can be built and the ability to create jobs; and how they address geographic equity.

Initially, priority will be given to projects that make it safer to drive, bike, walk, or use public transit and improve existing roads. Projects may include such things as interchange improvements that improve traffic flow and adding non-automobile amenities such as bike lanes and sidewalks while reconstructing roadways. All projects will require environmental review, engineering and matching funds before construction can begin.

A commitment of 18% of the \$7.0 million used in the "Move Traffic and Improve Safety" category (which is equivalent to 5% of the total sales tax revenue) will be used for non-

automobile elements of road projects such as adding sidewalks and bike lanes and will be clearly identified.

This program will help achieve the transportation system goals 1) Connected and Reliable, 2) Safe and Well Maintained, 3) Community Oriented and Place Based, and 4) Zero Emissions.

B. Improve Alternatives to Cars , Fight Climate Change – 35%.

INCREASE BUS SERVICE, AFFORDABILITY & CONNECTIONS FOR FIRST/LAST MILE

Funding for local transit improvements in the Go Sonoma Act will expand and enhance local bus operations to provide a more reliable service that works for more people. This program includes maintenance of existing bus service, increased bus frequencies and extended hours of operations, and a community benefit program to provide free rides for groups like students and seniors. Increased bus frequencies and extended hours of operations should be prioritized where routes make first and last mile connections to major bus transit hubs, schools and rail stations, or serve major transit corridors or commute routes between communities.

Approximately \$6 million (or 23% of sales tax revenue) annually is dedicated to this program. Of that amount, 3% annually is dedicated to community benefit programs that support first/last mile and commuter programs to be managed by SCTA.

Below is a chart estimating how much each category and each Transit Agency can expect from the measure annually:

Operators	Service Area Population %	Service Continuity* 10%	Service Expansion 8%	Fare Free Rides up to 2%**
Petaluma Transit	12.43%	\$323,248	\$258,598	Reimbursement of costs
Santa Rosa CityBus	35.08%	\$912,019	\$729,615	Reimbursement of costs
Sonoma County Transit	52.49%	\$1,364,733	\$1,091,787	Reimbursement of costs
	100.00%	\$2,600,000	\$2,080,000	\$520,000

*The 2004 Measure M Bus Service program is now considered existing service but will be continued in the new measure

**Remainder, if any, to be distributed by population formula to Service Expansion

This program will help achieve the transportation system goals 1) Connected and Reliable, 2) Safe and Well Maintained, 3) Community Oriented and Place Based, and 4) Zero Emissions

BUILD BIKEWAYS AND PATHWAYS

This program will better separate bikes from cars and make it easier to bike and walk. It includes building new infrastructure for bicycles and pedestrians that will increase overall safety, close critical gaps in existing routes, and promote the use of active transportation

through community benefit programs to support safety education and encouragement like Safe Routes to School and Vision Zero.

Approximately \$3.1 million (or 12% of sales tax revenue) annually is dedicated to this program and will be used for bicycle and/or pedestrian projects that compete based on the criteria below. Of the total annual amount, 1% is dedicated annually to community benefit programs that support safety education and encouragement.

- Demonstrate the potential to shift from cars to active transportation measured by a reduction in vehicle miles traveled
- Use best practices for bikeway design, considering appropriate facilities that maximize use and safety
- Implement safety improvement priorities identified through Vision Zero, a plan to prevent all road deaths and serious injuries
- Design for all ages and abilities

This program will help achieve the transportation system goals 1) Connected and Reliable, 2) Safe and Well Maintained, 3) Community Oriented and Place Based, and 4) Zero Emissions

IV. OVERSIGHT AND ADMINISTRATION

The implementation of the Go Sonoma Act 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. They also serve as the Board of the Regional Climate Protection Authority (RCPA).

The SCTA will be responsible for developing and updating a strategic plan to guide allocation decisions.

The Citizens Advisory Committee established under the Ordinance No. 1 that created the SCTA will serve as an independent oversight body that will advise the SCTA on the administration of the Go Sonoma Act and report to the public via annual audits of the Act and annual reports on progress.

For the Move Traffic and Improve Safety and Build Bikeways and Pathways programs, potential projects will be identified and prioritized by each city and the County when a call for projects is issued. Sample projects are included in Moving Forward 2050, our Comprehensive Transportation Plan, located here: scta.ca.gov/planning/comprehensive-transportation-plan/. This list does not guarantee funding for a project.

SCTA staff will evaluate and score projects for the Move Traffic and Improve Safety and Build Bikeways and Pathways programs based on the program criteria. The scored list of projects will then be submitted to the SCTA Technical Advisory Committee (TAC) for review, evaluation and recommendation. The TAC's list of recommended projects will be sent to the SCTA/RCPA

advisory committees for their review and recommendation to the SCTA Board who will make the final decision on funding for projects.

The SCTA will work closely and cooperatively with the California Department of Transportation (Caltrans), the Metropolitan Transportation Commission (MTC) and the California Transportation Commission (CTC) on programming state and federal grants to match funding from the Go Sonoma Act 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.

V. IMPLEMENTATION GUIDELINES

The Go Sonoma Act will begin on April 1, 2025 and will end on March 31, 2045.

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.

The State of California is leading the nation with a path to eliminate greenhouse gas emissions by 2045 and reverse the growth of vehicle miles travelled.¹ Go Sonoma will encourage jurisdictions to prioritize climate fighting projects and help meet State and local GHG requirements .

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 Go Sonoma Act and may not be used for other purposes.
2. In accordance with California Public Utilities Code Section 180200, the tax proceeds will be used to supplement, and may not be used to replace, existing local property tax or other local revenues used for transportation purposes. This shall be governed by a Maintenance of Effort Policy that ensures public transparency, restricts jurisdictions from supplanting funds, indexes a baseline commitment, and establishes clear compliance and penalties.
3. The tax proceeds will be expended in Sonoma County.
4. The SCTA is charged with a fiduciary duty in administering the tax proceeds in accordance with the applicable laws and this Go Sonoma Act. 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

¹ Transportation related policies include: AB 32 California Global Warming Solutions Act of 2006; SB 32 Scoping Plan; SB 375 Sustainable Communities and Climate Protection Act; SB 743 § 15064.3; Executive Order B-55-18 to Achieve Carbon Neutrality by 2045; Transit Fleet Rule Regulation Order § 2023.1. Zero-Emission Bus Requirements. See <https://www.law.berkeley.edu/research/clee/research/climate/climate-policy-dashboard/> for comprehensive list of California climate change policies.

recipients to execute funding agreements and the right to audit recipients' use of the tax proceeds.

Actual tax proceeds may be higher or lower than estimated in this Go Sonoma Act. The Go Sonoma Act expenditure plan is based on the percentage distributions to each Program Category and the dollar values included are estimates only. Actual tax proceeds will be programmed annually in accordance with the percentage distributions in the Go Sonoma Act expenditure plan.

The Sonoma County Transportation Authority will prepare a Strategic Plan prior to December 31, 2023, with review by the SCTA advisory committees and approval by the SCTA Board. It will use funding prioritization criteria consistent with the goals and objectives of *Moving Forward 2050*, the Comprehensive Transportation Plan (CTP) and the Go Sonoma Act 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 based on successful calls for projects. The Strategic Plan will include the evaluation criteria for prioritization of projects to meet all of the Goals of the CTP. The Strategic Plan will be updated at least every five years during the life of the Go Sonoma Act.

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 Go Sonoma Act as allowed by applicable law and as approved by the SCTA, and the maximum bonded indebtedness shall not exceed the 20 year amount of proceeds of this retail transactions and use tax, estimated to be \$670 million in 2020 dollars. 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.