

**A**

**OFFICIAL BALLOT**  
 NONPARTISAN BALLOT  
**Sonoma County**  
 November 2, 2010

This ballot stub shall be removed and retained by the voter.

STATE		
<b>Governor</b>	<b>Vote for One</b>	
<b>CARLOS ALVAREZ</b> , Peace & Freedom Retail Worker		<input type="checkbox"/>
<b>LAURA WELLS</b> , Green Financial Systems Consultant		<input type="checkbox"/>
<b>MEG WHITMAN</b> , Republican Businesswoman		<input type="checkbox"/>
<b>DALE F. OGDEN</b> , Libertarian Business Consultant/Actuary		<input type="checkbox"/>
<b>JERRY BROWN</b> , Democratic Attorney General of California		<input type="checkbox"/>
<b>CHELENE NIGHTINGALE</b> , American Independent Business Owner		<input type="checkbox"/>
		<input type="checkbox"/>
<b>Lieutenant Governor</b>	<b>Vote for One</b>	
<b>ABEL MALDONADO</b> , Republican Senator/Businessman/Farmer		<input type="checkbox"/>
<b>JAMES "JIMI" CASTILLO</b> , Green Cultural Spiritual Advisor		<input type="checkbox"/>
<b>C.T. WEBER</b> , Peace & Freedom Retired Government Analyst		<input type="checkbox"/>
<b>JIM KING</b> , American Independent Real Estate Broker		<input type="checkbox"/>
<b>PAMELA J. BROWN</b> , Libertarian Economics Professor		<input type="checkbox"/>
<b>GAVIN NEWSOM</b> , Democratic Mayor, City and County of San Francisco		<input type="checkbox"/>
		<input type="checkbox"/>
<b>Secretary of State</b>	<b>Vote for One</b>	
<b>DAMON DUNN</b> , Republican Small Business Owner		<input type="checkbox"/>
<b>CHRISTINA TOBIN</b> , Libertarian Voting Rights Advocate		<input type="checkbox"/>
<b>MARYLOU CABRAL</b> , Peace & Freedom Community Volunteer		<input type="checkbox"/>
<b>DEBRA BOWEN</b> , Democratic Secretary of State		<input type="checkbox"/>
<b>MERTON D. SHORT</b> , American Independent Aviator		<input type="checkbox"/>
<b>ANN MENASCHE</b> , Green Civil Rights Attorney		<input type="checkbox"/>
		<input type="checkbox"/>

49-A013

**TURN CARD OVER****A****A**

I HAVE VOTED—HAVE YOU?

STATE		
<b>Controller</b>	<b>Vote for One</b>	
<b>KAREN MARTINEZ</b> , Peace & Freedom Retired		<input type="checkbox"/>
<b>JOHN CHIANG</b> , Democratic Controller		<input type="checkbox"/>
<b>LAWRENCE G. BELIZ</b> , American Independent Independent Businessman		<input type="checkbox"/>
<b>ROSS D. FRANKEL</b> , Green Accountant		<input type="checkbox"/>
<b>ANDREW "ANDY" FAVOR</b> , Libertarian Certified Public Accountant		<input type="checkbox"/>
<b>TONY STRICKLAND</b> , Republican State Senator/Businessman		<input type="checkbox"/>
		<input type="checkbox"/>
<b>Treasurer</b>	<b>Vote for One</b>	
<b>ROBERT LAUTEN</b> , American Independent		<input type="checkbox"/>
<b>DEBRA L. REIGER</b> , Peace & Freedom Retired Technology Manager		<input type="checkbox"/>
<b>EDWARD M. TEYSSIER</b> , Libertarian Business Owner/Attorney		<input type="checkbox"/>
<b>CHARLES "KIT" CRITTENDEN</b> , Green Retired Professor		<input type="checkbox"/>
<b>MIMI WALTERS</b> , Republican Businesswoman		<input type="checkbox"/>
<b>BILL LOCKYER</b> , Democratic California State Treasurer		<input type="checkbox"/>
		<input type="checkbox"/>
<b>Attorney General</b>	<b>Vote for One</b>	
<b>TIMOTHY J. HANNAN</b> , Libertarian Attorney/Arbitrator/Mediator		<input type="checkbox"/>
<b>DIANE BEALL TEMPLIN</b> , American Independent Attorney/RE Broker		<input type="checkbox"/>
<b>STEVE COOLEY</b> , Republican District Attorney, County of Los Angeles		<input type="checkbox"/>
<b>ROBERT J. EVANS</b> , Peace & Freedom Criminal Defense Lawyer		<input type="checkbox"/>
<b>PETER ALLEN</b> , Green Environmental Energy Attorney		<input type="checkbox"/>
<b>KAMALA D. HARRIS</b> , Democratic District Attorney, City and County of San Francisco		<input type="checkbox"/>
		<input type="checkbox"/>

49-A014

**TURN CARD OVER****A****Sample Ballot****Sample Ballot**

**B**

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<b>STATE</b>		
<b>Insurance Commissioner</b>	<b>Vote for One</b>	
DINA JOSEPHINE PADILLA, Peace & Freedom Injured Worker Consultant		<input type="checkbox"/>
RICHARD S. BRONSTEIN, Libertarian Licensed Insurance Broker		<input type="checkbox"/>
WILLIAM BALDERSTON, Green Teacher/Union Organizer		<input type="checkbox"/>
DAVE JONES, Democratic Member, California State Assembly		<input type="checkbox"/>
MIKE VILLINES, Republican Businessman/State Assemblyman		<input type="checkbox"/>
CLAY PEDERSEN, American Independent Retail Manager		<input type="checkbox"/>
		<input type="checkbox"/>
<b>Member, State Board of Equalization 1st District</b>	<b>Vote for One</b>	
SHERILL BORG, Peace & Freedom Community Development Officer		<input type="checkbox"/>
KEVIN R. SCOTT, Republican Small Business Owner		<input type="checkbox"/>
BETTY T. YEE, Democratic Equalization Board Member		<input type="checkbox"/>
KENNITA WATSON, Libertarian Retired Quality Engineer		<input type="checkbox"/>
		<input type="checkbox"/>
		<input type="checkbox"/>
<b>UNITED STATES SENATOR</b>		
	<b>Vote for One</b>	
EDWARD C. NOONAN, American Independent Computer Store Owner		<input type="checkbox"/>
DUANE ROBERTS, Green Community Volunteer		<input type="checkbox"/>
BARBARA BOXER, Democratic United States Senator		<input type="checkbox"/>
GAIL K. LIGHTFOOT, Libertarian Retired Nurse		<input type="checkbox"/>
MARSHA FEINLAND, Peace & Freedom Retired Teacher		<input type="checkbox"/>
CARLY FIORINA, Republican Business Executive		<input type="checkbox"/>
		<input type="checkbox"/>

49-B015

**TURN CARD OVER****B****B**

I HAVE VOTED—HAVE YOU?

<b>UNITED STATES REPRESENTATIVE</b>		
<b>6th District</b>	<b>Vote for One</b>	
LYNN C. WOOLSEY, Democratic U.S. Representative		<input type="checkbox"/>
JIM JUDD, Republican Manufacturing Business Owner		<input type="checkbox"/>
JOEL SMOLEN, Libertarian Registered Investment Advisor		<input type="checkbox"/>
EUGENE E. RUYLE, Peace & Freedom Retired Professor		<input type="checkbox"/>
		<input type="checkbox"/>
<b>MEMBER OF THE STATE ASSEMBLY</b>		
<b>6th District</b>	<b>Vote for One</b>	
JARED HUFFMAN, Democratic Incumbent		<input type="checkbox"/>
BOB STEPHENS, Republican Businessman		<input type="checkbox"/>
		<input type="checkbox"/>

49-B016

**TURN CARD OVER****B****Sample Ballot****Sample Ballot**

**C**

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<b>JUDICIAL</b>		Vote Yes or No for Each Office	
Chief Justice of California			
Shall	Yes <input type="checkbox"/>	CHIEF JUSTICE TANI G. CANTIL-SAKAUYE be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice of the Supreme Court			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE MING W. CHIN be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice of the Supreme Court			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE CARLOS R. MORENO be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division One			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE KATHLEEN M. BANKE be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division One			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE ROBERT L. DONDERO be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division Two			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE JAMES R. LAMBDEN be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division Three			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE MARTIN J. JENKINS be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division Three			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE PETER J. SIGGINS be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		

49-C005

**TURN CARD OVER****C****C**

I HAVE VOTED—HAVE YOU?

<b>JUDICIAL</b>		Vote Yes or No for Each Office	
Associate Justice, Court of Appeal 1st Appellate District, Division Four			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE TIMOTHY A. REARDON be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division Five			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE TERENCE L. BRUINIERS be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
Associate Justice, Court of Appeal 1st Appellate District, Division Five			
Shall	Yes <input type="checkbox"/>	ASSOCIATE JUSTICE HENRY E. NEEDHAM, JR. be elected to the office for the term provided by law?	
	No <input type="checkbox"/>		
<b>JUDICIAL</b>		Vote for One	
Judge of the Superior Court Office #2			
JOHN LEMMON Victims' Rights Attorney		<input type="checkbox"/>	
PAT BRODERICK Law School Dean		<input type="checkbox"/>	
		<input type="checkbox"/>	
<b>MEASURES SUBMITTED TO THE VOTERS</b>			
<b>STATE</b>			
19	LEGALIZES MARIJUANA UNDER CALIFORNIA BUT NOT FEDERAL LAW. PERMITS LOCAL GOVERNMENTS TO REGULATE AND TAX COMMERCIAL PRODUCTION, DISTRIBUTION, AND SALE OF MARIJUANA. INITIATIVE STATUTE. Allows people 21 years old or older to possess, cultivate, or transport marijuana for personal use. Fiscal Impact: Depending on federal, state, and local government actions, potential increased tax and fee revenues in the hundreds of millions of dollars annually and potential correctional savings of several tens of millions of dollars annually.	Yes <input type="checkbox"/>	
		No <input type="checkbox"/>	
20	REDISTRICTING OF CONGRESSIONAL DISTRICTS. INITIATIVE CONSTITUTIONAL AMENDMENT. Removes elected representatives from process of establishing congressional districts and transfers that authority to recently-authorized 14-member redistricting commission comprised of Democrats, Republicans, and representatives of neither party. Fiscal Impact: No significant net change in state redistricting costs.	Yes <input type="checkbox"/>	
		No <input type="checkbox"/>	

49-C036

**TURN CARD OVER****C****Sample Ballot****Sample Ballot**

D

**OFFICIAL BALLOT**  
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**Sonoma County**  
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Sample Ballot

MEASURES SUBMITTED TO THE VOTERS				
STATE				
21	ESTABLISHES \$18 ANNUAL VEHICLE LICENSE SURCHARGE TO HELP FUND STATE PARKS AND WILDLIFE PROGRAMS. GRANTS SURCHARGED VEHICLES FREE ADMISSION TO ALL STATE PARKS. INITIATIVE STATUTE. Exempts commercial vehicles, trailers and trailer coaches from the surcharge. Fiscal Impact: Annual increase to state revenues of \$500 million from surcharge on vehicle registrations. After offsetting some existing funding sources, these revenues would provide at least \$250 million more annually for state parks and wildlife conservation.			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			
22	PROHIBITS THE STATE FROM BORROWING OR TAKING FUNDS USED FOR TRANSPORTATION, REDEVELOPMENT, OR LOCAL GOVERNMENT PROJECTS AND SERVICES. INITIATIVE CONSTITUTIONAL AMENDMENT. Prohibits State, even during severe fiscal hardship, from delaying distribution of tax revenues for these purposes. Fiscal Impact: Decreased state General Fund spending and/or increased state revenues, probably in the range of \$1 billion to several billions of dollars annually. Comparable increases in funding for state and local transportation programs and local redevelopment.			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			
23	SUSPENDS IMPLEMENTATION OF AIR POLLUTION CONTROL LAW (AB 32) REQUIRING MAJOR SOURCES OF EMISSIONS TO REPORT AND REDUCE GREENHOUSE GAS EMISSIONS THAT CAUSE GLOBAL WARMING, UNTIL UNEMPLOYMENT DROPS TO 5.5 PERCENT OR LESS FOR FULL YEAR. INITIATIVE STATUTE. Fiscal Impact: Likely modest net increase in overall economic activity in the state from suspension of greenhouse gases regulatory activity, resulting in a potentially significant net increase in state and local revenues.			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			
24	REPEALS RECENT LEGISLATION THAT WOULD ALLOW BUSINESSES TO LOWER THEIR TAX LIABILITY. INITIATIVE STATUTE. Fiscal Impact: Increased state revenues of about \$1.3 billion each year by 2012-13 from higher taxes paid by some businesses. Smaller increases in 2010-11 and 2011-12.			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			

49-D007

TURN CARD OVER

D

D

I HAVE VOTED—HAVE YOU?

MEASURES SUBMITTED TO THE VOTERS				
STATE				
25	CHANGES LEGISLATIVE VOTE REQUIREMENT TO PASS BUDGET AND BUDGET-RELATED LEGISLATION FROM TWO-THIRDS TO A SIMPLE MAJORITY. RETAINS TWO-THIRDS VOTE REQUIREMENT FOR TAXES. INITIATIVE CONSTITUTIONAL AMENDMENT. Legislature permanently forfeits daily salary and expenses until budget bill passes. Fiscal Impact: In some years, the contents of the state budget could be changed due to the lower legislative vote requirement in this measure. The extent of changes would depend on the Legislature's future actions.			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			
26	REQUIRES THAT CERTAIN STATE AND LOCAL FEES BE APPROVED BY TWO-THIRDS VOTE. FEES INCLUDE THOSE THAT ADDRESS ADVERSE IMPACTS ON SOCIETY OR THE ENVIRONMENT CAUSED BY THE FEE-PAYER'S BUSINESS. INITIATIVE CONSTITUTIONAL AMENDMENT. Fiscal Impact: Depending on decisions by governing bodies and voters, decreased state and local government revenues and spending (up to billions of dollars annually). Increased transportation spending and state General Fund costs (\$1 billion annually).			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			
27	ELIMINATES STATE COMMISSION ON REDISTRICTING. CONSOLIDATES AUTHORITY FOR REDISTRICTING WITH ELECTED REPRESENTATIVES. INITIATIVE CONSTITUTIONAL AMENDMENT AND STATUTE. Eliminates 14-member redistricting commission. Consolidates authority for establishing state Assembly, Senate, and Board of Equalization districts with elected representatives who draw congressional districts. Fiscal Impact: Possible reduction of state redistricting costs of around \$1 million over the next year. Likely reduction of these costs of a few million dollars once every ten years beginning in 2020.			
	<table border="0"> <tr><td>Yes</td><td><input type="checkbox"/></td></tr> <tr><td>No</td><td><input type="checkbox"/></td></tr> </table>	Yes	<input type="checkbox"/>	No
Yes	<input type="checkbox"/>			
No	<input type="checkbox"/>			

49-D008

TURN CARD OVER

D

Sample Ballot

Sample Ballot

E

OFFICIAL BALLOT  
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Sonoma County  
November 2, 2010

This ballot stub shall be removed and retained by the voter.

SCHOOL	
State Superintendent of Public Instruction	Vote for One
LARRY ACEVES Retired School Superintendent	<input type="checkbox"/>
TOM TORLAKSON Teacher/California Legislator	<input type="checkbox"/>
	<input type="checkbox"/>
PETALUMA JOINT UNION HIGH SCHOOL DISTRICT	
Governing Board Member	Vote for no more than Three
CAROLYN H. TENNYSON Incumbent	<input type="checkbox"/>
SHERI N.W. CHLEBOWSKI Attorney/Parent	<input type="checkbox"/>
JAIMEY WALKING BEAR Marketing Professional/Technologist	<input type="checkbox"/>
CHRISTINA KAUK Incumbent	<input type="checkbox"/>
MICHAEL J. BADDELEY Appointed Incumbent	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
	<input type="checkbox"/>
COUNTY	
County Supervisor 2nd District	Vote for One
DAVID RABBITT Businessman/Architect/Councilmember	<input type="checkbox"/>
PAMELA TORLIATT Mayor of Petaluma	<input type="checkbox"/>
	<input type="checkbox"/>
MEASURES SUBMITTED TO THE VOTERS	
N Shall the Sonoma County Civil Service Ordinance be amended to provide that the director of human resources be appointed by the Board of Supervisors and to add the director of human resources to the list of unclassified employees?	Yes <input type="checkbox"/> No <input type="checkbox"/>

49-E049

TURN CARD OVER

E

E

I HAVE VOTED—HAVE YOU?

MEASURES SUBMITTED TO THE VOTERS	
DISTRICT	
SONOMA COUNTY TRANSPORTATION AUTHORITY DISTRICT	
W Sonoma County Transportation Improvement Measure: In order to fill pot holes, build more bicycle and pedestrian safety projects, create a countywide Safe Routes to School program and sustain and improve local bus service throughout Sonoma County, shall the Sonoma County Transportation Authority establish a \$10 annual vehicle license fee?	Yes <input type="checkbox"/> No <input type="checkbox"/>

49-E020

TURN CARD OVER

E

Sample Ballot

## VOTER'S PAMPHLET

### U.S. REPRESENTATIVE CANDIDATES' STATEMENTS OF QUALIFICATIONS

The following pages may not contain a complete list of candidates. A complete list of candidates appears on the Sample Ballot. Each statement is volunteered by, and (unless otherwise determined by the governing body) is printed at the expense of, the candidate.

U.S. REPRESENTATIVE, 6 <sup>TH</sup> DISTRICT	REPRESENTANTE DE LOS ESTADOS UNIDOS, DISTRITO 6								
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>LYNN C. WOOLSEY</b></td> <td style="width: 50%; text-align: right;"><b>DEMOCRATIC</b></td> </tr> </table> <p>Running for my 10<sup>th</sup> term in Congress, I have compiled a record of progressive leadership and accomplishment for the people of Marin and Sonoma Counties.</p> <p>Having lived in the North Bay for more than 40 years, I have deep roots in our community. Your values are my values. As Co-Chair of the Congressional Progressive Caucus, I fight for those values every day, even if it means going against the grain or rocking the boat.</p> <p>With your support as the wind at my back, I was the first Member to demand that we bring our troops home from Iraq, a critical step in turning public opinion against the war. With the same conviction, I am fighting for peace in Afghanistan and a smarter national security policy.</p> <p>I have no greater priority than making sure children, seniors and working families have the support needed to lead prosperous lives in a peaceful world. That is why I have led the charge for universal health care that includes a public option. That is what drives me to ensure good schools, a clean environment and comfortable retirement for my constituents.</p> <p>I want to continue using my influence as a senior member of the majority to advance the interests of the Sixth District. But that is up to you. You are my employers. My performance evaluation comes every two years in November; I ask you, my neighbors, to support me in my bid for a tenth term.</p>	<b>LYNN C. WOOLSEY</b>	<b>DEMOCRATIC</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>LYNN C. WOOLSEY</b></td> <td style="width: 50%; text-align: right;"><b>DEMÓCRATA</b></td> </tr> </table> <p>Aspirando a mi décimo término en el Congreso, he acumulado un historial de dirección progresiva y de logros para el pueblo de los condados de Marin y Sonoma.</p> <p>Por haber vivido en el norte de la Bahía, por más de 40 años, tengo profundas raíces en nuestra comunidad. Los valores de ustedes son mis valores. Como co-directora del Comité Progresivo Congresional, lucho por esos valores todos los días, aun si significa ir contra la corriente o hacer olas.</p> <p>Con su apoyo como viento en popa, fui la primera entre los miembros que exigió que trajéramos las tropas de Iraq a casa, un paso crítico en volcar la opinión pública contra la guerra. Con la misma convicción, estoy luchando por la paz en Afganistán y por una política de seguridad nacional más inteligente.</p> <p>No tengo una prioridad más importante que asegurarme de que los niños, los ancianos y las familias que trabajan tengan el apoyo necesario para llevar vidas prósperas en un mundo pacífico. Por eso he encabezado la iniciativa para un cuidado de la salud universal que incluya una opción para el público. Eso es lo que me impulsa a garantizar buenas escuelas, un medio ambiente limpio y una jubilación cómoda para mis conciudadanos.</p> <p>Desee seguir usando mi influencia como miembro de alto rango de la mayoría para adelantar los intereses del Distrito sexto. Pero eso depende de ustedes. Ustedes son mis jefes. La evaluación de mi desempeño se realiza cada dos años en noviembre; le pido, mis vecinos, que me apoyen en mi intento para un décimo término.</p>	<b>LYNN C. WOOLSEY</b>	<b>DEMÓCRATA</b>				
<b>LYNN C. WOOLSEY</b>	<b>DEMOCRATIC</b>								
<b>LYNN C. WOOLSEY</b>	<b>DEMÓCRATA</b>								
<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; text-align: center;"><b>U.S. REPRESENTATIVE, 6<sup>TH</sup> DISTRICT</b></td> <td style="width: 50%;"></td> </tr> </table> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>JIM JUDD</b></td> <td style="width: 50%; text-align: right;"><b>REPUBLICAN</b></td> </tr> </table> <p>My personal and professional life experiences make me uniquely qualified to respond effectively to the critical challenges facing the American public – challenges that must be overcome in order for our nation to prosper.</p> <p>Having raised a family and become a grandfather, I've witnessed firsthand the joy of one son-in-law becoming a naturalized U.S. citizen and also the personal family sacrifices associated with my second son-in-law's deployment to Afghanistan as an active member of the U.S. armed forces. Being married to a diabetic and having personally cared for a loved one dying of cancer, I feel and understand your concerns about the costs of medical coverage. As a business owner for 27 years, I comprehend balanced budgets and how government taxes and regulations must be limited in order to sustain economic growth and job creation.</p> <p>America needs to create new jobs for the 21st century with commitments of integrity from both public and private sector leaders. To do this, the government must facilitate creating an environment that revitalizes the entrepreneurial spirit by encouraging new visions in energies, biotechnologies, engineering, and manufacturing.</p> <p>Together, let's make history. I share your values on personal sacrifice and self-worth, and like you, I understand the human spirit's influence in our daily lives. This is why I'm asking for your vote. By sending me to Washington we can make your vote count – a vote not owned by lobbyists, corporations, or union leaders, but one that represents what matters most to people like you and me. Information, <a href="http://www.jimjuddforcongress.com">www.jimjuddforcongress.com</a>.</p>	<b>U.S. REPRESENTATIVE, 6<sup>TH</sup> DISTRICT</b>		<b>JIM JUDD</b>	<b>REPUBLICAN</b>	<table style="width: 100%; border: none;"> <tr> <td style="width: 50%; text-align: center;"><b>REPRESENTANTE DE LOS ESTADOS UNIDOS, DISTRITO 6</b></td> <td style="width: 50%;"></td> </tr> </table> <table style="width: 100%; border: none;"> <tr> <td style="width: 50%;"><b>JIM JUDD</b></td> <td style="width: 50%; text-align: right;"><b>REPUBLICANO</b></td> </tr> </table> <p>Mi expediente personal y profesional en la vida me califican singularmente para responder eficazmente a los desafíos esenciales que el pueblo norteamericano tiene que enfrentar – desafíos que deben ser superados para que nuestra nación pueda prosperar.</p> <p>Debido a que he criado una familia y que soy abuelo, he presenciado directamente la alegría de un yerno que se hizo ciudadano naturalizado de los Estados Unidos y también los sacrificios personales familiares cuando mi segundo yerno fue desplegado en Afganistán como elemento activo de las fuerzas armadas de los Estados Unidos. Como soy casado con una persona diabética y como he cuidado personalmente de un ser querido que se moría de cáncer, siento y entiendo los motivos de preocupación de usted por los costos de la cobertura médica. Como dueño de un negocio por 27 años, yo entiendo qué es un presupuesto reconciliado y cómo se tienen que restringir los impuestos y reglamentos gubernamentales para poder sostener un crecimiento económico y generar empleos.</p> <p>Los Estados Unidos tienen que crear nuevos empleos para el siglo XXI mediante compromisos de integridad de los dirigentes de los sectores público y privado. Para hacer eso, el gobierno tiene que facilitar un entorno que estimule nuevas visiones en energéticos, biotecnologías, ingeniería y manufactura para revitalizar el espíritu emprendedor.</p> <p>Juntos, hagamos historia. Comparto sus valores de sacrificio personal y de auto-estima, y como usted, entiendo la influencia del espíritu humano en nuestra vida cotidiana. Por eso le pido su voto. Si me envía a Washington podemos hacer que su voto cuente – un voto que no sea propiedad de los cabilderos, corporaciones ni líderes sindicales, sino uno que represente lo que más le importa al pueblo como usted y yo. Información, <a href="http://www.jimjuddforcongress.com">www.jimjuddforcongress.com</a>.</p>	<b>REPRESENTANTE DE LOS ESTADOS UNIDOS, DISTRITO 6</b>		<b>JIM JUDD</b>	<b>REPUBLICANO</b>
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<b>JIM JUDD</b>	<b>REPUBLICANO</b>								

# VOTER'S PAMPHLET

## U.S. REPRESENTATIVE CANDIDATES' STATEMENTS OF QUALIFICATIONS

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### U.S. REPRESENTATIVE, 6<sup>TH</sup> DISTRICT

**JOEL R. SMOLEN**

**LIBERTARIAN**

I have had a 40 year career, as a successful business entrepreneur. I have formed three successful technology businesses, creating hundreds of jobs for the people of California.

Libertarians are the "Party of Principle", socially tolerant and fiscally conservative. I, and the Libertarian Party, offer the voters an opportunity for a new beginning. We are the champions of the Constitution and the Republic, as envisioned by the Founding Fathers. We are advocates for personal choice, peace and individual freedom.

I am committed to a policy of nonintervention, balanced budgets, deficit reduction, free trade and full transparency, for both government and business. I support job creation through innovation and free enterprise, not by government expansion. I will work to reduce government size, and unleash the can-do spirit, that has made America great. I will fight to recast our failing health care and educational system, making them work, for all of us.

As a representative of the people, I will work to return the country to its citizens, breaking the grip of lobbyists and the deep-pockets of special interest groups. I am an Army veteran, committed to bringing our troops home now, from Afghanistan and Iraq, and to a policy of nonintervention in the future. I am dedicated to protecting individual freedoms, personal privacy, and to significantly reduce the size and scope of government; along with lower taxes for Californians and all Americans.

I stand for true, meaningful, and significant change for the citizens of Marin and Sonoma Counties.

[Smolenforcongress.com](http://Smolenforcongress.com)



# VOTER'S PAMPHLET

## STATE LEGISLATIVE CANDIDATES' STATEMENTS OF QUALIFICATIONS

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Pursuant to Government Code Section 85601(c), only a candidate who accepts voluntary expenditure limits may purchase space for a statement.

MEMBER OF THE STATE ASSEMBLY, 6 <sup>TH</sup> DISTRICT	MEMBER OF THE STATE ASSEMBLY, 6 <sup>TH</sup> DISTRICT
<p><b>JARED HUFFMAN</b> <span style="float: right;"><b>DEMOCRATIC</b></span></p> <p>When you elected me four years ago, I promised to bring strong, effective leadership to Sacramento. I've kept that promise.</p> <p>Despite Sacramento's dysfunction and gridlock, I'm getting things done. I've written new laws that are creating jobs; contributing to economic recovery; protecting our environment; increasing energy independence; protecting children from toxic chemicals; and ensuring vital funding for hospitals and emergency rooms.</p> <p>I played a leading role in passing a historic, bipartisan package of water reforms to restore the dying Delta ecosystem, promote conservation, and improve water management throughout California.</p> <p>Before the horrendous BP oil spill, I wrote new laws to help prevent oil spills in California and require oil companies to pay cleanup costs.</p> <p>I'm defending California's policies to promote renewable energy and reduce global warming pollution. Our environmental leadership is providing a bright spot in a struggling economy: clean technology businesses are attracting billions in venture funding and green jobs are growing 10 times faster than the statewide average. We must expand, not abandon, these successful policies.</p> <p>Huge challenges and opportunities lie ahead. The worst fiscal crisis since the Great Depression is not yet over, and right-wing ideologues will keep exploiting it to leverage their agenda: to cripple public education, weaken environmental protections, and dismantle the social safety net. I'll do more than just oppose these efforts; I'll fight for fair and honest budget solutions that reflect our values.</p> <p>Together, we can put California back to work and back on track.</p> <p>I respectfully ask for your vote.</p>	<p><b>BOB STEPHENS</b> <span style="float: right;"><b>REPUBLICAN</b></span></p> <p>I'm a businessman, not an incumbent politician surrounded by lobbyists. As a 40 year Marin resident, my only agenda is to represent the best interests of the people of the north bay. My 30 years in the investment and television industries, including 23 years at KTVU television, created a successful record of setting goals and solving problems.</p> <p>The California legislature is broken and this directly affects you. The political incumbents are simply watching the destruction. The voters are demanding and deserve change. The incumbent politicians blame each other when the real problem is their own inability to work together. I will represent you with a new attitude of cooperation.</p> <p>Businesses are leaving California every day. We can't compete anymore. Overregulation at all levels of government is crippling them. Higher business taxes don't create jobs, they kill jobs. I will move to lower taxes and reduce smothering regulations.</p> <p>The state pension system is a disaster. Government created these obligations but the pensions have now grown out of control. A new pension system must be developed that is sustainable, equitable and strike a balance between pension commitments. This is my top priority.</p> <p>The education system needs to place more power into the hands of the teachers. The students need to succeed through the classroom. A new testing system should be used to show greater student productivity.</p> <p>Your choice is clear. Vote for another two years of failure or vote for a change of direction toward a reasonable, balanced government.</p> <p><a href="http://bobstephensforassembly.com">bobstephensforassembly.com</a></p>



## VOTER'S PAMPHLET

### LOCAL NONPARTISAN CANDIDATES' STATEMENTS OF QUALIFICATIONS

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JUDGE OF THE SUPERIOR COURT, OFFICE #2 COUNTY OF SONOMA	JUEZ DEL TRIBUNAL SUPERIOR, CARGO #2 CONDADO DE SONOMA
<p><b>PAT BRODERICK</b> <span style="float: right;"><b>AGE: 50</b></span>  <b>Occupation:</b> Law School Dean</p> <p>I grew up in Sonoma County and I am committed to ensuring the safety of everyone in this wonderful community. For over 15 years I have served and protected the community as a Judge Pro Tem by holding people accountable who violate the law. I am tough, firm, and decisive. I have presided over thousands of legal cases in criminal, juvenile, and civil courts.</p> <p>I am proud to be endorsed by Judge Antolini, who is retiring from this judgeship, Sheriff Cogbill, eleven other sitting judges, four retired judges, and three sitting and two retired Superior Court Commissioners. I have been an attorney for 23 years, serving as a temporary judge on hundreds of occasions. I have served in many organizations, including the Crime Victims Advisory Committee, Legal Aid of Sonoma County, and Rincon Valley Little League. I have been a part-time teacher at SRJC for 15 years.</p> <p>As Dean of Empire College School of Law, I have created free legal clinics where students and faculty help thousands of people gain access to the court system.</p> <p>I will use my experience and judicial authority to keep our community safe. I respectfully ask for your vote.</p> <p><a href="http://www.broderickforjudge.com">www.broderickforjudge.com</a></p>	<p><b>PAT BRODERICK</b> <span style="float: right;"><b>EDAD: 50</b></span>  <b>Ocupación:</b> Decano de una facultad de derecho</p> <p>Me crié en el Condado de Sonoma y estoy comprometido con garantizar la seguridad de todas las personas en este maravillosa comunidad. Por más de 15 años, he trabajado para esta comunidad, como juez temporal, y la he protegido pidiéndoles cuentas a las personas que violan la ley. Soy duro, firme y decisivo. He presidido miles de procesos legales en las salas de lo penal, de menores y de lo civil.</p> <p>Estoy orgulloso de contar con el respaldo del juez Antolini, quien va a jubilarse de este cargo judicial, del Sheriff Cogbill, de once jueces más en ejercicio, de cuatro jueces jubilados y de tres comisionados activos y dos jubilados del tribunal superior. He sido abogado por más de 23 años trabajando como juez temporal en cientos de ocasiones. He ocupado puestos en muchas organizaciones, incluyendo el Comité Consultivo de Víctimas de Delitos, Asistencia Legal del Condado de Sonoma y la Liga Infantil de Rincon Valley. He sido maestro a tiempo parcial en SRJC, por 15 años.</p> <p>Como decano de la Facultad de Derecho de Empire College, he establecido centros de asistencia legal gratuitos en los cuales los alumnos y el profesorado ayudan a miles de personas a obtener acceso al sistema legal.</p> <p>Utilizaré mi experiencia y autoridad judicial para mantener a nuestra comunidad segura. Le pido su voto respetuosamente.</p> <p><a href="http://www.broderickforjudge.com">www.broderickforjudge.com</a></p>
JUDGE OF THE SUPERIOR COURT, OFFICE #2 COUNTY OF SONOMA	JUEZ DEL TRIBUNAL SUPERIOR, CARGO #2 CONDADO DE SONOMA
<p><b>JOHN LEMMON</b> <span style="float: right;"><b>AGE: 47</b></span>  <b>Occupation:</b> Superior Court Attorney</p> <p>Sonoma County needs a strong public safety/victims' rights Judge on the Superior Court bench ... and I am up to the task. I have the ability, training, and experience to do the job.</p> <p>My credentials include a Juris Doctorate and a Masters in Business Administration, published author of Total Quality Management in the Public Sector, and over 20 years as a Sonoma County Attorney, with successful jury verdicts in civil and criminal courts.</p> <p>Additionally, I have 17 years as a Superior Court Temporary Judge (Judge Pro-Tem), 15 years as a Superior Court Settlement Conference Panelist, and as a Sonoma County Community Development Commission Arbitrator</p> <p>My law enforcement background includes being a former Deputy District Attorney, an Assistant City Prosecutor and a Police Department Hearing Officer.</p> <p>My community involvement includes being a Sonoma Valley Citizen Advisory Commissioner, a Mock Trial Coach at Sonoma Valley High School and a Boardmember of the Sonoma County Bar Association.</p> <p>My candidacy has the support of Crime Victims United, National Latino Police Officers' Association, Seniors Advocate Len Tillem and many community leaders.</p> <p>Finally, if someone is convicted in my courts for child abuse, elder abuse or rape they will go to jail. Hopefully, you agree and will give me your vote.</p> <p><a href="http://www.LemMonforJudge.com">www.LemMonforJudge.com</a></p>	<p><b>JOHN LEMMON</b> <span style="float: right;"><b>EDAD: 47</b></span>  <b>Ocupación:</b> Abogado en el tribunal superior</p> <p>El Condado de Sonoma necesita un juez en el estrado del tribunal superior que respalde fuertemente la seguridad pública y los derechos de las víctimas ... y yo estoy a la altura de esta tarea. Tengo la capacidad, adiestramiento y experiencia para hacer el trabajo.</p> <p>Mi historial incluye un doctorado en Leyes, una maestría en Administración de Empresas, autor de un libro publicado, "Total Quality Management in the Public Sector" (Administración total de calidad en el sector público), y más de 20 años como abogado en el Condado de Sonoma, con veredictos exitosos en juicios por jurado en las salas de lo civil y penal.</p> <p>Además, he trabajado por 17 años como juez temporal del tribunal superior (Judge Pro-Tem), 15 años como miembro del Panel de Conferencias de Conciliación del Tribunal Superior, y como árbitro de la Comisión de Desarrollo Comunitario del Condado de Sonoma.</p> <p>Mi formación en el cumplimiento de la ley incluye mi trabajo como anterior fiscal auxiliar, asistente al fiscal de la ciudad y árbitro del departamento de policía.</p> <p>Mi participación comunitaria incluye mi desempeño como Comisionado Consultivo de Ciudadanos de Sonoma Valley, consejero en simulacros de juicios de la Escuela Superior de Sonoma Valley, y miembro del consejo del Colegio de Abogados del Condado de Sonoma.</p> <p>Mi candidatura cuenta con el apoyo de Crime Victims United (Víctimas de delitos unidas), de la Asociación Nacional de Agentes de la Policía Latinos, del defensor de ancianos, Len Tillem y de muchos líderes comunitarios.</p> <p>Por último, si alguien se encuentra culpable de maltrato de menores, de maltrato de ancianos o de violación, terminará en la cárcel. Espero que usted esté de acuerdo y que me conceda su voto.</p> <p><a href="http://www.LemMonforJudge.com">www.LemMonforJudge.com</a></p>

# VOTER'S PAMPHLET

## LOCAL NONPARTISAN CANDIDATES' STATEMENTS OF QUALIFICATIONS

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PETALUMA JOINT UNION HIGH SCHOOL DISTRICT	PETALUMA JOINT UNION HIGH SCHOOL DISTRICT
<p><b>CAROLYN H. TENNYSON</b> <span style="float: right;"><b>AGE: 66</b></span>  <b>Occupation:</b> Retired Office Manager</p> <p>As a longtime board member, my commitment to the district has provided stability and continuity for continuous improvement of the education that all of our children receive. I have lived in Petaluma for 44 years and served on the Petaluma City Schools Board of Education for 20 years.</p> <p>The Board has promoted the development and continuation of K-12 music programs, fine arts, libraries, vocational and career education, alternative schools, smaller class sizes, technology, modernized facilities, and expanded educational opportunities to support all students to succeed. Even in this economic downturn our students continue to achieve, test scores have risen, and we continue to close the achievement gap. All of these things are possible because of the trust and partnerships that have been developed with all parties involved: our board, dedicated teachers, parents/guardians, the business community, and community-based organizations such as the Petaluma Health Care District, Healthy Community Consortium, and the Petaluma Bounty Project.</p> <p>I'm asking for your vote so that we can continue to provide the best learning opportunities for all of our Petaluma children.</p>	<p><b>SHERI N.W. CHLEBOWSKI</b> <span style="float: right;"><b>AGE: 39</b></span>  <b>Occupation:</b> Attorney and Parent</p> <p>Strong Curriculum, Board Accountability, a Healthy and Safe Environment. This is what I promise to bring to the Petaluma City Elementary and Joint Union High School Board.</p> <p>As a former police officer I have experience making tough decisions and enforcing regulations. As an attorney I have the ability to write and interpret strong policies. As a parent of three young children I know the importance of nurturing and providing a safe and healthy learning environment.</p> <p>As a Board Trustee, I will help our community unite to promote the best educational choices for all students. Our public schools deserve a board that will be accountable and deliver this promise in an open, transparent manner.</p> <p>My community service includes President of the Little Shepherd Preschool board, President of Moms for Clean Air, volunteer attorney at Sonoma County Legal Aid, and Program Coordinator for the Petaluma Mothers' Club.</p> <p>I will work tirelessly to achieve the needs of our students. I know Petaluma's schools from a parent's perspective and can identify and solve the issues that are important to you. I respectfully ask for your vote on November 2<sup>nd</sup>, for safer schools, a strong curriculum, and a school board that works for you. <a href="http://www.sheri4schoolboard.com">www.sheri4schoolboard.com</a>.</p>
PETALUMA JOINT UNION HIGH SCHOOL DISTRICT	DISTRITO ESCOLAR UNIDO CONJUNTO DE ESCUELA SUPERIOR DE PETALUMA
<p><b>JAIMEY WALKING BEAR</b> <span style="float: right;"><b>AGE: 39</b></span>  <b>Occupation:</b> Marketing Professional/Technologist</p> <p>Petaluma is an amazing community; rich with the talent, intellect, and resources to set the bar high for quality education that every child deserves. I will serve as a Trustee with a vision that matches this potential.</p> <p>As a 35 year resident of Petaluma, a product of Petaluma's public educational system, and a parent of two daughters who also graduated from Petaluma's schools, I've witnessed first hand the challenges facing our youth and teachers and am energized by the possibilities.</p> <p>As past President of the Petaluma High Music Boosters, I've been a leader in preserving arts and music education, actively volunteering throughout the community. I am a strong proponent for open government and transparency standards. With an extensive professional resume demonstrating fiscal responsibility and consensus building, I find solutions through collaboration and open dialogue. Working with community partners, I will protect school resources despite fiscal challenges.</p> <p>When elected, I will immediately offer fresh ideas, a commitment to board accessibility and meaningful dialogue between all stakeholders in our children's education. Through shared access to information, parents, teachers and administrators can ensure a safe, healthy school environment for every child.</p> <p>I gratefully and respectfully ask for your vote on November 2.</p>	<p><b>JAIMEY WALKING BEAR</b> <span style="float: right;"><b>EDAD: 39</b></span>  <b>Occupación:</b> Profesional y tecnólogo en mercado tecnia</p> <p>Petaluma es una comunidad increíble; con una abundancia de talento, intelecto, y recursos para establecer normas altas para la educación de primera calidad que todos los niños se merecen. Me desempeñaré como Síndico con una visión pareja con este potencial.</p> <p>Como residente de Petaluma, por 35 años, graduado del sistema de educación pública de Petaluma, y como padre de dos hijas que también se graduaron de las escuelas de Petaluma, he presenciado directamente los retos que nuestros jóvenes y maestros enfrentan y las posibilidades me llenan de energía.</p> <p>Como anterior presidente de Music Boosters (apoyo a la música) de la Escuela Superior de Petaluma, he sido líder en la preservación de educación en las artes y música, trabajando activamente como voluntario en toda la comunidad. Soy firme partidario de un gobierno abierto y normas de transparencia. Con una extensa historial profesional que demuestra responsabilidad fiscal y la formación de consensos, encuentro soluciones mediante la colaboración y el diálogo abierto. En colaboración con los aliados en la comunidad, protegeré los recursos escolares a pesar de los problemas fiscales.</p> <p>Cuando sea elegido, ofreceré ideas frescas inmediatamente, un compromiso con accesibilidad al consejo y con un diálogo significativo entre todas las personas interesadas en la educación de nuestros niños. Si compartimos el acceso a la información, los padres, los maestros y los administradores pueden garantizar un ambiente escolar sano y seguro para todos los niños.</p> <p>Agradezco y pido respetuosamente su voto para el 2 de noviembre.</p>

# VOTER'S PAMPHLET

## LOCAL NONPARTISAN CANDIDATES' STATEMENTS OF QUALIFICATIONS

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<b>PETALUMA JOINT UNION HIGH SCHOOL DISTRICT</b>	<b>DISTRITO ESCOLAR UNIDO CONJUNTO DE ESCUELA SUPERIOR DE PETALUMA</b>
<p><b>CHRISTINA KAUK</b> <span style="float: right;"><b>AGE: 55</b></span>  <b>Occupation:</b> Junior College Instructor/Local Business Owner</p> <p>As a college instructor and parent of three daughters who had very different academic needs in the Petaluma Schools, I have a broad understanding of what is needed for successful schools. As a delegate at the state level, I have a clear understanding of California education policy, and have helped form our state policy platform for the California School Board Association, informing legislators of the needs for education, particularly regarding funding in California.</p> <p>Accomplishments: advocating for alternative programs and vocational offerings, supporting the Schools to Career program in collaboration with local businesses and city government, improving offerings of healthy food for our students, supporting development of school garden programs, and Supporting Healthy and Active Kids in Education (S.H.A.K.E.) with the local health care district and Kaiser to fight childhood obesity, supporting creative efforts of teachers whose exemplary programs bring grant money into our district, generating alternative funding in partnership with the community, maintaining many special programs in the face of an unprecedented budget crisis.</p> <p>Our most important role is to advocate for all children. We're in an untenable situation with our school funding almost the lowest in the nation, and I'll continue my efforts to work toward the necessary changes.</p>	<p><b>CHRISTINA KAUK</b> <span style="float: right;"><b>EDAD: 55</b></span>  <b>Ocupación:</b> Instructora de colegio universitario/dueña de un negocio local</p> <p>Como instructora universitaria y madre de tres hijas que tuvieron necesidades académicas muy diferentes en las escuelas de Petaluma, comprendo ampliamente qué se necesita para tener escuelas exitosas. Como delegada a nivel estatal, entiendo claramente la política de educación de California, y he ayudado a formar nuestro programa para la política estatal de la Asociación de Consejos Escolares de California, informando a los legisladores de las necesidades de educación, particularmente con respecto al financiamiento en California.</p> <p>Logros: abogar por programas alternativos y cursos vocacionales, apoyar el programa Schools to Career (educación vocacional) en colaboración con los negocios locales y el gobierno municipal, mejorar la nutrición de la comida ofrecida a nuestros alumnos, apoyar el desarrollo de programas de jardines escolares, y Supporting Healthy and Active Kids in Education (S.H.A.K.E. por sus siglas en español - programa de apoyo a niños saludables y activos en la educación) con el distrito de cuidado de la salud local y con Kaiser para luchar contra la obesidad de los niños, apoyar esfuerzos creativos de maestros cuyos programas ejemplares atraen fondos a nuestro distrito, generar fondos alternativos en alianza con la comunidad, mantener muchos programas especiales frente a una crisis presupuestaria sin precedente.</p> <p>Nuestro papel más importante es abogar por todos los niños. Nos encontramos en una situación insostenible, ya que nuestro financiamiento escolar está entre los más bajos de la nación, y continuaré mis esfuerzos para trabajar para los cambios necesarios.</p>
<p style="text-align: center;"><b>PETALUMA JOINT UNION HIGH SCHOOL DISTRICT</b></p> <p><b>MICHAEL J. BADDELEY</b> <span style="float: right;"><b>AGE: 55</b></span>  <b>Occupation:</b> Business Attorney</p> <p>I was appointed to the Board of Education earlier this year and would like to continue my service in public education in our community. My goal is for our district to maintain its fiscal viability and to provide as many educational and developmental opportunities as possible for our students to establish their foundation for academic achievement, personal success and a lifetime of learning.</p> <p>My wife and I are both graduates of Petaluma High School. We have four children (ages 13-20), two of whom are also graduates of Petaluma High School and have gone on to college. We have always been actively involved in our children's education and understand the importance of parent and community involvement in the educational process.</p> <p>In addition to my school board experience, I have had the privilege of serving numerous local organizations, including the Petaluma Recreation, Music and Parks Commission, the Petaluma Boys &amp; Girls Club, Rotary Club of Petaluma, and various boys and girls sports and activities groups. I understand the board process, budgets, finance priorities, fiscal responsibility and accountability.</p> <p>I look forward to being able to continue to serve on the Board of Education, and I would appreciate your vote.</p>	

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The following pages may not contain a complete list of candidates. A complete list of candidates appears on the Sample Ballot. Each statement is volunteered by, and (unless otherwise determined by the governing body) is printed at the expense of, the candidate.

COUNTY SUPERVISOR, 2 <sup>ND</sup> DISTRICT	SUPERVISOR DEL CONDADO, DISTRITO 2
<p><b>DAVID RABBITT</b> <span style="float: right;"><b>AGE: 49</b></span>  <b>Occupation:</b> Businessman/Architect/Councilmember</p> <p>As a business owner, architect and councilmember, I have the experience needed to provide strong leadership and real solutions to the many challenges facing our community today.</p> <p>I'm deeply committed to residents of the Second District as my priorities begin with creating jobs and a better economy.</p> <p>My wife, Jane and I have 3 children. Like many parents, my community involvement evolved around my family, serving as PTA President at McNear Elementary School, helping create the Petaluma City School District's Fund Development Task Force and co-founding S.H.A.K.E. (Support Healthy Active Kids in Education).</p> <p>Through my experience in education, business and government, I've proven my ability to bring strong leadership and real solutions to the table – that is why I have earned the support of the Sonoma County Farm Bureau, Sonoma County Deputy Sheriffs, Petaluma Police and Fire Associations, Rohnert Park Public Safety Officers, Sonoma County Alliance, Redwood Empire Business Alliance, Operating Engineers, North Bay Association of Realtors and Sonoma County Sheriff Bill Cogbill.</p> <p>As your Supervisor, I will listen, work hard and continue making Sonoma County an even better place to live, work and retire. I would be honored to serve you and would appreciate your vote. Thank you.</p> <p><a href="http://www.DavidRabbitt.com">www.DavidRabbitt.com</a></p>	<p><b>DAVID RABBITT</b> <span style="float: right;"><b>EDAD: 49</b></span>  <b>Ocupación:</b> Hombre de negocios/arquitecto/concejal</p> <p>Como dueño de un negocio, arquitecto y concejal tengo la experiencia necesaria para ofrecer un liderazgo fuerte y soluciones reales para los numerosos problemas que nuestra comunidad tiene que enfrentar ahora.</p> <p>Estoy profundamente comprometido con los residentes del Distrito Dos ya que mis prioridades comienzan con la generación de empleos y una mejor economía.</p> <p>Mi esposa, Jane y yo tenemos tres hijos. Como muchos padres, mi participación comunitaria evolucionó en torno a mis hijos, como presidente de la PTA en la Escuela Primaria McNear, ayudando a crear la Fuerza Especial para el Desarrollo de Fondos en el Distrito Escolar de la Ciudad de Petaluma y como cofundador de S.H.A.K.E. (Apoye a niños saludables y activos en la educación).</p> <p>Por medio de mi experiencia en educación, en negocios y en el gobierno, he demostrado mi capacidad para llevar al puesto un liderazgo fuerte y soluciones reales – por eso he obtenido el apoyo de la Administración Agrícola del Condado de Sonoma, de los Sheriffs Auxiliares del Condado de Sonoma, de las Asociaciones de la Policía y Bomberos de Petaluma, de la Alianza del Condado de Sonoma, de la Alianza de Negocios de Redwood Empire, de los ingenieros de operaciones, de la Asociación de Agentes de Bienes Raíces de North Bay y del Sheriff del Condado de Sonoma, Bill Cogbill.</p> <p>Como su Supervisor, escucharé, trabajaré con empeño y seguiré haciendo que el Condado de Sonoma sea un lugar aún mejor para vivir, trabajar y jubilarse. Sería para mí un honor servirle y agradeceré su voto. Gracias.</p> <p><a href="http://www.DavidRabbitt.com">www.DavidRabbitt.com</a></p>
COUNTY SUPERVISOR, 2 <sup>ND</sup> DISTRICT	SUPERVISOR DEL CONDADO, DISTRITO 2
<p><b>PAMELA TORLIATT</b>  <b>Occupation:</b> Mayor of Petaluma</p> <p>My platform is straightforward: create jobs for Sonoma County residents, protect our environment, balance the county budget and make our government more accountable and transparent.</p> <p>We need to create good local jobs now while protecting the environment, preserving open space, promoting agriculture and maintaining our urban growth boundaries.</p> <p>Difficult economic times demand experienced leadership. Over my 18 years of service on many local and regional boards, real results have been achieved for Sonoma County. As your Supervisor, I am ready on day one to get things done for you.</p> <p>As Petaluma's Mayor, I implemented smart growth, protected our open spaces, and invested in critical transportation improvements, including the widening of Highway 101. We worked to balance the city's budget and protect vital services.</p> <p>As Chair of the Bay Area Air Quality Management District, I led the effort to tighten air pollution regulations that protect our public health.</p> <p>As life-long residents of southern Sonoma County, my family and I have always been active members of our community. You can trust me to continue working tirelessly for our needs and not special interests.</p> <p>Join Congresswoman Lynn Woolsey, Sonoma County Law Enforcement Association and many others supporting my candidacy for Supervisor.</p> <p>I would appreciate your vote!</p> <p><a href="http://www.Vote4Pam.net">www.Vote4Pam.net</a></p>	<p><b>PAMELA TORLIATT</b>  <b>Ocupación:</b> Alcaldesa de Petaluma</p> <p>Mi programa es transparente: generar empleos para los residentes del Condado de Sonoma, proteger nuestro medio ambiente, reconciliar el presupuesto del condado y hacer que nuestro gobierno sea más responsable y transparente.</p> <p>Tenemos que crear buenos empleos locales ahora en tanto que se protege el medio ambiente, se preserva el espacio abierto, se fomenta la agricultura y se mantienen nuestros linderos para el crecimiento urbano.</p> <p>Los tiempos de dificultades económicas exigen dirección con experiencia. Durante mi desempeño de más de 18 años en muchos consejos locales y regionales, se han logrado resultados reales para el Condado de Sonoma. Como su Supervisora, desde el primer día estaré dispuesta a hacer el trabajo para usted.</p> <p>Como alcaldesa de Petaluma, puse en práctica un crecimiento inteligente, protegí nuestros espacios abiertos, e invertí en mejoras esenciales de transporte, incluyendo el ensanchamiento de la carretera 101. Trabajamos para reconciliar el presupuesto de la ciudad y proteger los servicios esenciales.</p> <p>Como directora del Distrito de Administración de la Calidad del Aire de la Bahía, encabezé la iniciativa para restricciones más rigurosas contra la contaminación del aire para proteger nuestra salud pública.</p> <p>Como residentes del sur del Condado de Sonoma de toda la vida, mi familia y yo siempre hemos sido miembros activos de nuestra comunidad. Puede confiar en mí para seguir trabajando incansablemente para satisfacer nuestras necesidades y no las de los intereses creados.</p> <p>Únase a la congresista Lynn Woolsey, a la Asociación Policial del Condado de Sonoma y a muchos otros que apoyan mi candidatura para Supervisor.</p> <p>¡Agradeceré su voto!</p> <p><a href="http://www.Vote4Pam.net">www.Vote4Pam.net</a></p>

**VOTER'S PAMPHLET**  
**MEASURES, ANALYSES AND ARGUMENTS**

(whichever is applicable to your ballot)  
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**COUNTY OF SONOMA**  
**MEASURE N**

**N** Shall the Sonoma County Civil Service Ordinance be amended to provide that the director of human resources be appointed by the Board of Supervisors and to add the director of human resources to the list of unclassified employees?

**COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE N**

The County of Sonoma has a civil service ordinance which was adopted in 1950 by initiative. The ordinance provides for a Civil Service Commission, which establishes rules to implement the purposes of the ordinance. The civil service rules set out procedures that must be followed in the event of employee discipline or layoffs to protect employees in the classified service. Changes to the ordinance require voter approval, unless the ordinance specifically permits such changes without voter approval. For example, in 1994 the ordinance was amended by the voters to allow the Board of Supervisors to change the status of appointed department heads from classified (subject to civil service protection) to unclassified (not subject to civil service protection).

As currently written, the ordinance provides that the director of personnel must be appointed by the Civil Service Commission, and specifically provides that the director of personnel shall be in the classified (protected) service. The amendment would change the appointing authority from the Civil Service Commission to the Board of Supervisors, and would change the position from classified to unclassified, consistent with the status of other county department heads. The amendment would also change all references to the "director of personnel" to the "director of human resources," since the personnel department has been renamed the department of human resources.

If a majority of the voters voting on this measure vote "yes," the measure will be adopted. Otherwise, the measure will fail and the ordinance will remain unchanged.

STEVEN WOODSIDE  
County Counsel

By: s/ Kathleen Larocque  
Deputy County Counsel

**COUNTY AUDITOR'S FISCAL IMPACT STATEMENT — MEASURE N**

Revenues and Expenditures

This measure would have no effect on revenues and expenditures of the County.

In accordance with the Election Code, the scope of this fiscal impact analysis has been limited to the measure's effect on revenues and expenditures. It does not address larger countywide fiscal issues such as the measure's effect on the overall County economy.

s/ Rod Dole  
Sonoma County Auditor-Controller-Treasurer-Tax Collector

**ARGUMENT IN FAVOR OF MEASURE N**

Measure N updates the County Civil Ordinance adopted in 1950 to give the Board of Supervisors the ability to directly appoint the Human Resources Director.

The Director of Human Resources is the only department head not appointed by authority of the Board of Supervisors except for elected department heads. This means the person with the responsibility for labor negotiations, employee benefits, and training and development of the County's more than 3,800 full time equivalent employees is not directly accountable to the Board of Supervisors.

Measure N will align the County's personnel system with a proven practice that is already in use throughout the state. A practice where the Board of Supervisors appoints and holds accountable the Human Resources Director.

In these difficult financial times, we all understand the need for efficient, effective, and accountable government. Measure N improves accountability by ensuring a key member of the management team is answerable to the Board. As your elected representatives, this ability will bolster our management of the County organization to deliver a wide variety of public services through a dedicated and talented workforce.

We respectfully request your support for Measure N.

**SONOMA COUNTY BOARD OF SUPERVISORS**

s/ Valerie Brown, Chairwoman  
First District Supervisor

s/ Efen Carrillo, Vice Chair  
Fifth District Supervisor

s/ Shirlee Zane, Chair Pro Tem  
Third District Supervisor

s/ Paul Kelley  
Fourth District Supervisor

s/ Mike Kerns  
Second District Supervisor

**NO ARGUMENT WAS SUBMITTED AGAINST MEASURE N**



**VOTER'S PAMPHLET**  
**MEASURES, ANALYSES AND ARGUMENTS**

(whichever is applicable to your ballot)  
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**FULL TEXT OF MEASURE N**

**ORDINANCE NO.**

**AN ORDINANCE OF THE COUNTY OF SONOMA, STATE OF CALIFORNIA, AMENDING ORDINANCE 305A AS SET FORTH IN CHAPTER 21 OF THE SONOMA COUNTY CODE, TO REMOVE RESPONSIBILITY FOR THE APPOINTMENT OF THE DIRECTOR OF PERSONNEL (NOW HUMAN RESOURCES) FROM THE CIVIL SERVICE COMMISSION, AND ADD THE POSITION OF DIRECTOR OF HUMAN RESOURCES TO THE UNCLASSIFIED SERVICE**

The People of the County of Sonoma, State of California, do ordain as follows:

**SECTION I.** Ordinance No. 305A, as amended from time to time and set forth in Chapter 21 of the Sonoma County Code, shall be amended as follows.

Section 21-4 is amended to read:

**Sec. 21-4. ~~Civil service commission—Chairman—Meetings—Director Responsibilities of director of personnel human resources, and other personnel employees.~~**

Immediately upon appointment, the civil service commission shall elect one of its members as chairman, who shall call meetings of such commission as often as may be necessary, but at least once a month.

~~With the approval of the board of supervisors, the civil service commission shall appoint a director of personnel from an employment list resulting from competitive examinations. Such director of personnel shall be in the classified service. The civil service commission shall appoint such other employees from appropriate employment lists as may be necessary to perform duties in the personnel department.~~

The director of ~~personnel~~ human resources shall act as executive secretary of the civil service commission and shall perform and discharge under the direction and control of such commission, the powers, duties, purposes, functions and jurisdiction vested in the civil service commission and delegated to him by it. The director of ~~personnel~~ human resources shall be responsible to the civil service commission for carrying out all procedures in the administration of the classified personnel in conformity with the provisions of this article and the rules of such commission. The director of ~~personnel~~ human resources shall keep an official record of all actions taken by civil service commission and shall prepare, or cause to be prepared, an annual report that shall be amended or approved by the civil service commission and submitted to the board of supervisors.

Section 21-5 is amended by adding the director of human resources to the unclassified service, as follows:

(aa) The director of human resources.

**SECTION II.** All ordinances and parts of ordinances and all resolutions inconsistent herewith are hereby repealed.

Adopted by a vote of the People at the election held on November 2, 2010.

\_\_\_\_\_  
Chairman, Board of Supervisors

Attest:

\_\_\_\_\_  
Clerk of the Board of Supervisors

# VOTER'S PAMPHLET

## MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)  
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### SONOMA COUNTY TRANSPORTATION AUTHORITY MEASURE W

**W** Sonoma County Transportation Improvement Measure: In order to fill pot holes, build more bicycle and pedestrian safety projects, create a countywide Safe Routes to School program and sustain and improve local bus service throughout Sonoma County, shall the Sonoma County Transportation Authority establish a \$10 annual vehicle license fee?

#### COUNTY COUNSEL'S IMPARTIAL ANALYSIS OF MEASURE W

Recently adopted state law authorizes local transportation planning agencies, with voter approval, to impose a \$10 annual vehicle registration fee to fund projects and improvements for traffic congestion relief and air pollution mitigation. Sonoma County Transportation Authority is proposing adoption of such a fee. The measure, if approved, takes effect immediately, but the fee would not begin until six months after approval by the voters. The fee would be collected by the Department of Motor Vehicles at the time of registration of a vehicle, or with the annual registration renewal, on all vehicles registered within the county limits, including cities.

Fees collected can be used only to pay for programs and projects to relieve congestion and air pollution that bear a relationship to or benefit the owners of motor vehicles subject to the fee. The Measure describes impacts on vehicle owners, such as delay, wasted time, wasted fuel, and public health impacts. The Transportation Authority has approved an Expenditure Plan, included in the ballot pamphlet as part of the Measure, describing categories of projects and setting priorities to mitigate these impacts. The Plan proposes that 23 percent of revenue collected be spent on street improvements, such as pothole repair, bikeway paving and maintenance, traffic signal maintenance and upgrades, signing and striping of roadways, and sidewalk installation and repair. Twelve percent of the revenue would support Safe Routes to School programs. Sixty percent is targeted for transit service expansion and to develop and encourage ride-sharing efforts. Administrative costs associated with implementing the Measure are limited to 5 percent of the revenue collected.

The Expenditure Plan can be amended from time to time, by two-thirds vote of the Authority Board, after notice to all cities and the County. The Plan must be reviewed and renewed or amended every ten years, at a publicly noticed hearing.

The Authority will provide public information including an annual budget, and an annual report stating the revenues collected; the expenditures by programs, including distribution of funds within each program and administrative costs; accomplishments and benefits realized by the programs; and proposed projects for future funding.

If a majority of the voters voting on the Measure vote "Yes," the Measure and the fee will be approved.

STEVEN WOODSIDE  
County Counsel

By: s/ Kathleen Larocque  
Deputy County Counsel

### ARGUMENT IN FAVOR OF MEASURE W

Vote Yes on Measure W to relieve traffic congestion and create local jobs. Measure W will provide funding to repair ailing roads and fill potholes in Sonoma County. Sonoma County has some of the worst roads in the state and this local revenue will stay in Sonoma County to fix our roads.

Vote Yes on Measure W to fund transportation for senior citizens. Measure W will help fund para-transit programs giving our elders the ability to live in the community with dignity.

Vote Yes on Measure W to provide Safe Routes to Schools. Measure W will fund programs that help children travel safely to school. Our children go to school to learn, but too many of them face dangerous and even sometimes deadly trips to school. Measure W will help get children to school in a safer manner.

Vote Yes on Measure W to preserve and expand bus service in Sonoma County. Measure W will provide needed funding to keep buses running and expand routes including commuter service to help get cars off the road and relieve traffic during some of the worst traffic time periods of the day.

We support Measure W because it will provide much needed local funding for critical projects, programs and it will help our local economy. The best part of Measure W is the money can't be taken away by Sacramento. Every dollar of Measure W money that is dedicated to programs in Sonoma County will stay in Sonoma County. Please Vote Yes on November 2<sup>nd</sup> to fix our roads and keep our county moving.

s/ Noreen Evans  
State Assemblymember

s/ Gary L. Wysocky, Vice Mayor  
Santa Rosa City Council

NORTH BAY LEADERSHIP COUNCIL  
s/ Cynthia Murray, CEO

s/ Shirlee Zane  
Sonoma County Supervisor, 3rd District

s/ Kellie Noe, Trustee  
West Sonoma County Union High School District

#### REBUTTAL TO ARGUMENT IN FAVOR OF MEASURE W

Don't be fooled by the misleading ballot argument in favor of Measure W. The list of so called benefits is nothing less than typical political pandering. It promises additional spending for projects that you are already paying a sales tax for through the passage of Measure M.

The proponents of Measure W don't even bother to explain why they need more money so soon after the voters approved Measure M just six years ago.

The provision to allocate funds for potholes only arose after a special interest group did some polling that showed little interest by voters in the bike or bus projects. Again, Measure M had sales tax money set aside for pothole repairs.

Buses are running at a fraction of their capacity and yet the County wants more buses. Non governmental organizations are doing a great job of providing transportation services to seniors.

The proponents indicate the best part of this Measure W is the money can't be taken by Sacramento. What they don't tell you is with the passage of State Proposition 22 this fall, Sacramento will not be able to take transportation funding away from local governments.

It is particularly interesting to note that the Citizens Advisory Committee to the Sonoma County Transportation Authority advised against this measure, but the County went ahead with it anyway.

What is being proposed is a permanent new tax to deal with a temporary revenue problem. Voters should see through this charade and vote no on Measure W.

SONOMA COUNTY TAXPAYERS' ASSOCIATION

s/ Jack Atkin, President

s/ Fred Levin, Executive Director



**VOTER'S PAMPHLET**  
**MEASURES, ANALYSES AND ARGUMENTS**

(whichever is applicable to your ballot)  
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**ARGUMENT AGAINST MEASURE W**

When is enough, enough? Voters passed Measure M, a quarter cent sales tax, to increase funds for transportation as recently as 2004. Now, a mere 6 years later they're back asking for more, and in the midst of recession of historic proportions that finds families and business across the county struggling with their own budgets.

What's being proposed here is a permanent new tax, to deal with a temporary problem.

True, revenues for transportation projects that flow from sales tax receipts and from the State and Federal governments may be reduced now due to the recession, but that will pass when the economy recovers.

The Sonoma County Transportation Authority tries to justify this ill conceived tax by earmarking most of the funds for bicycle and walking paths, bus transit and of late pothole repairs. We would hardly argue that these transportation activities are not a good thing, but the real question to ask ourselves, is this the time to further burden motor vehicle owners with an additional tax that has no expiration date?

Here is a fact to think about. The Sonoma County Transportation Authority's Citizen Advisory Committee voted not to place this Measure on the ballot. Apparently the committee's recommendation was ignored by the powers that be. The Sonoma County Taxpayers' Association recommends a no vote on Measure W.

SONOMA COUNTY TAXPAYERS' ASSOCIATION

s/ Jack Atkin, President

s/ Fred Levin, Executive Director

**REBUTTAL TO ARGUMENT AGAINST MEASURE W**

Voting Yes on Measure W means investing locally in efficient, accessible, green transportation solutions for all Sonoma County residents, whether you drive, ride public transit, travel by bike, walk or use some combination.

Voting Yes on Measure W means not relying on the state to meet our most urgent transportation needs. Our local Sonoma County Transportation Authority has a proven record of success in using our transportation dollars wisely on the projects that are most important to us and provide the greatest value.

The previous measure approved by voters —Measure M in 2004— allowed us to dramatically improve our quality of transportation. This measure widened and improved Highway 101, including upgrading interchanges up and down the County. It improved and maintained local streets and roads, and supported transportation programs for seniors and the disabled.

The record is clear: Local funding has positively transformed how we get to work and school, and how we visit family and friends. Measure W will continue our record of success — following a transparent process, revenue from Measure W will stay in Sonoma County and be used for our local priorities.

Please join us and Vote Yes on Measure W to ensure we can continue to meet our local transportation needs and priorities by reducing traffic congestion and getting you where you need to go.

s/ Valerie Brown, Supervisor  
County of Sonoma

SONOMA COUNTY CONSERVATION ACTION  
s/ Ken Wells, Chair

CLIMATE PROTECTION CAMPAIGN  
s/ Ann Hancock, Executive Director

s/ Lisa Wittke Schaffner, Executive Director  
Sonoma County Alliance

SERVICE EMPLOYEES INTERNATIONAL UNION, LOCAL 1021  
s/ Bill Steck, Director

**FULL TEXT OF MEASURE W**

I. Title

This ordinance shall be known as the "Sonoma County Transportation Improvement Measure."

II. Purpose

Pursuant to California Government Code section 65089.20, the Authority hereby authorizes the placement of a majority vote ballot measure before the voters of Sonoma County to authorize a ten dollar (\$10) increase in the fee for motor vehicle registration. If approved, the fee would be imposed in perpetuity for transportation-related projects and programs in Sonoma County that provide a benefit to or otherwise have a relationship with the persons who will be paying the fee and that are consistent with the regional transportation plan adopted pursuant to California Government Code section 65080. The Board of the Authority hereby adopts a Vehicle Registration Fee Expenditure Plan ("Expenditure Plan") attached hereto and incorporated herein, allocating the revenue from the fee to transportation-related programs and projects that provide a benefit to or have a relationship with the persons who pay the fee. The Expenditure Plan shall be attached to the measure to be approved by the voters.

Expenditure Plan programs and projects include but are not limited to those that have the following purposes:

1. Providing matching funds for funding made available from other sources.
2. Creating or sustaining congestion mitigation programs and projects, as they are defined in California Government Code section 65089.20(c)(2)(A).
3. Creating or sustaining pollution mitigation programs and projects, as they are defined in California Government Code section 65089.20(c)(2)(B).

III. Findings

Based on the information presented to the Authority at a duly noticed public hearing, the Authority makes the following findings:

a. Each registered motor vehicle driven on the streets and highways of Sonoma County contributes to congestion. Traffic congestion occurs when the number of vehicles using a transportation facility exceeds the capacity of that facility. Individual drivers contribute to congestion in the following ways:

1. Increased desire to travel or increased vehicles on roadways increase congestion.
2. Peak Hour Travel: when a high proportion of travelers attempt to use the system at the same time, congestion is worsened.
3. Vehicle Merging Maneuvers: motorists entering and leaving the traffic flow contribute to increased congestion.

b. Congestion on streets and highways imposes the following impacts on community members, drivers, businesses and commuters:

1. Wasted time: reducing economic productivity and efficiency.
2. Delay: resulting in late arrival, resulting in lost business or other losses.
3. Reliability: travelers are unable to estimate travel time accurately, leading drivers to allocate more time to travel, and less time on productive activities.
4. Wasted fuel: increasing air pollution and greenhouse gas emissions, plus consuming a finite resource (fossil fuel) in an unproductive manner limits availability for other energy needs.
5. Increased wear and tear on vehicles due to increased vehicle idling: imposing additional vehicle maintenance costs for persons and businesses.

**CONT. NEXT PAGE**

# VOTER'S PAMPHLET

## MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)

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### FULL TEXT OF MEASURE W, CONT.

6. Public health impacts: increased stress and air quality related health impacts.
7. Emergencies: congestion may interfere with the efficient and timely deployment of emergency vehicles and services.
8. Spillover traffic from highways and main arterials to secondary roads and side streets: can have local safety and quality of life impacts.

c. The programs, services and projects to be funded by the fee will partially mitigate the effects of traffic congestion and congestion induced pollution, and will produce a benefit to the vehicle owners subject to the fee by reducing commute time, decreasing individual auto related expenses, and improving air quality through reduced pollution. Studies indicate that reducing congested roadway traffic volumes even 5% can reduce travel delay by 10-30%. Increased transit and bicycle/pedestrian use take an estimate of 1 vehicle off the road for each bike or walking trip and from .25 to .70 vehicles off the road for each transit rider. Anticipated congestion improvements include but are not limited to:

1. Reduced delay, and improved productivity and economic efficiency
2. Increased travel reliability
3. Reduced fuel consumption and vehicle maintenance costs
4. Improved air quality
5. Reduction in greenhouse gas emissions
6. Improved public health
7. Better provision of emergency services
8. Reduced impacts to local neighborhoods from spillover traffic

d. This program would also provide funding for improving, maintaining and rehabilitating local roads. Fee payers benefit from having roadways safely maintained and operating efficiently. It is difficult for vehicles and bicycles to safely negotiate poorly maintained roadways (i.e., low pavement quality, faded striping, signal operation problems, debris on shoulders). Programs that improve local road operations benefit the fee payer by identifying and mitigating recurring congestion problems.

e. The cost of the programs and projects listed in the Expenditure Plan equal or exceed the anticipated revenue to be raised by the fee. The projects and programs to be funded by the fee increase have a relationship or benefit to the persons who will be paying the fee. Based on the facts set forth below, the congestion relief and air quality improvement benefits to each motor vehicle owner are predicted to equal or exceed the per vehicle annual fee.

The economic benefit of reduced congestion can be calculated using the following methodologies:

**DELAY:** The U.S. Federal Highway's Administration currently estimates that each hour of delay (time spent traveling under congestion) costs us roughly \$12. Sonoma County currently experiences 53,226 hours of delay each day (estimated financial cost \$638,712/day or \$233 million/year). A reduction of 1138 hours/day (2% reduction) in daily delay would provide a congestion reduction benefit equal to or exceeding the \$10 per vehicle per year proposed fee.

**TRIPS:** Congestion reduction benefits per reduced automobile-mile are estimated to be worth roughly \$0.25 per mile during urban peak hour conditions. The average trip length in Sonoma County is 13.08 miles per trip, therefore each vehicle trip reduced would save all county commuters roughly \$3.27. A reduction of 4,176 trips from the 1,720,290 current Sonoma County daily vehicle trips (or a 0.24% reduction in daily vehicle trips) will provide a congestion reduction benefit equal to the \$10 per vehicle per year proposed fee. 200,798 daily trips are currently made using transit or non-motorized modes. The additional 4,176 trips would represent a 2% increase in transit or non-motorized trips.

f. The programs and projects to be funded by the fee are consistent with the regional transportation plan adopted pursuant to Government Code section 65080.

#### IV. Duration of the Fee

The Fee, if so approved, would be imposed annually unless repealed.

#### V. Contract with Department of Motor Vehicles

The Authority shall contract with the Department of Motor Vehicles to collect the Fee imposed pursuant to California Government Code section 65089.20 upon the registration or renewal of registration of a motor vehicle registered in the County, except those vehicles that are expressly exempted under this code from the payment of registration fees, pursuant to California Vehicle Code section 9250.4 as approved by the voters of Sonoma County.

#### VI. Use of Proceeds

The proceeds of the Fee governed by this ordinance shall be used solely for the programs and purposes set forth in the Expenditure Plan and for the administration thereof. The Authority will administer the proceeds of the Fee to carry out the mission described in the Expenditure Plan. The Authority will attempt to maintain geographic equity in the allocation of funds over successive five year periods. Pursuant to California Government Code Section 65089.20, not more than five percent of the Fee shall be used for administrative costs associated with the programs and projects, including the amendment of the Expenditure Plan.

Pursuant to California Vehicle Code Section 9250.4, the initial setup and programming costs identified by the Department of Motor Vehicles (Department) to collect the Fee upon registration or renewal of registration of a motor vehicle shall be paid by the Authority from the Fee. Any direct contract payment with the Department by the Authority shall be repaid, with no restriction on the funds, to the Authority as part of the initial revenue available for distribution. The costs deducted pursuant to this paragraph shall not be counted against the five percent administrative cost limit specified in California Government Code Section 65089.20(d).

The costs of placing the measure authorizing imposition of the Fee on the ballot, including payments to the County Registrar of Voters and payments for the printing of the portions of the ballot pamphlet relating to the Fee, advanced by the Authority, shall be paid from the proceeds of this Fee, and shall not be counted towards the five percent limit on administrative costs. The costs of preparing the Expenditure Plan, advanced by the Authority, shall be paid from the proceeds of the Fee subject to the five percent limit on administrative costs. At the discretion of the Authority, these costs may be amortized over a period of years.

The proceeds of the Fee shall be spent only inside the limits of Sonoma County. None of the proceeds, outside of the costs incurred by the Department of Motor Vehicle to collect the fee, shall be taken by the State.

#### VII. Implementing Agency

The Sonoma County Transportation Authority ("Authority"), pursuant to California Government Code Section 65089.20, shall place a majority vote ballot measure before the voters to authorize a \$10 per year increase in the motor vehicle registration fee. If so approved, the Authority will collect and administer the Fee in accordance with this Ordinance and the Expenditure Plan.

#### VIII. Amendments to the Expenditure Plan

It is expected that the Expenditure Plan will be amended from time to time. Amendment to the Expenditure Plan shall be approved by a two-thirds vote of the Authority. All jurisdictions within the County will be given a minimum of 45 days notice and opportunity to comment on any proposed Expenditure Plan amendment prior to its adoption.

A required review and renewal of the Expenditure Plan will be performed every ten years. Staff will prepare a draft Expenditure Plan, a public hearing will be held and the Authority will adopt a new plan by a two-thirds vote. Unless and until a revised Expenditure Plan receives support by two-thirds of the Authority the previous Expenditure Plan will remain in effect.

#### IX. Severability

If any provision of this Ordinance or the Expenditure Plan or the application thereof to any person or circumstance is held invalid, the remainder of the Ordinance and the Expenditure Plan and the application of such provision to other persons or circumstances shall not be affected. If any proposed expenditure

**CONT. NEXT PAGE**

# VOTER'S PAMPHLET

## MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)  
 Arguments in support of, or in opposition to, the proposed laws are the opinions of the authors.

### FULL TEXT OF MEASURE W, CONT.

based on this Ordinance or the Expenditure Plan is held invalid, those funds shall be redistributed proportionately to other expenditures in accordance with the Expenditure Plan.

#### X. Statute of Limitations

Any suit, action or proceeding in any court against the Authority, or against any officer of the Authority, to prevent or enjoin the collection under this ordinance, of any Fee or any amount of Fee required to be collected must be brought within 120 days of the approval of the imposition of the Fee by the voters of Sonoma County.

#### XI. Effective Date

This ordinance shall become effective at the close of the polls on the Election Day it is approved by a majority of the electors voting on the measure. Notwithstanding the effective date of the ordinance, the first collection of a Vehicle Registration Fee for registration of a new vehicle will not take place until six months following the adoption of the measure by the voters, pursuant to Government Code section 65089.20. Also pursuant to Government Code section 65089.20, with respect to a renewal of registration, no Vehicle Registration Fee shall be collected if the date for renewal is prior to expiration of that six month period.

Passed and adopted on roll call by the following vote by the members of the Board of Directors of the Sonoma County Transportation Authority, County of Sonoma, on July 12, 2010:

Director Brown	YES	Director Mackenzie	YES
Director Gallian	NO	Director McGuire	ABSENT
Director Gilardi	YES	Director Russell	NO
Director Glass	YES	Director Salmon	YES
Director Gurney	YES	Director Sawyer	YES
Director Kelley	ABSENT	Director Zane	ABSENT

Ayes: 7      Noes: 2      Absent: 3      Abstain: 0

### SO ORDERED

I, the undersigned, certify that the foregoing resolution was duly adopted at a regular meeting of the Board of Directors of the Sonoma County Transportation Authority held on July 12, 2010.

s/ Suzanne Smith, Executive Director  
 Clerk, Sonoma County Transportation Authority

### SONOMA COUNTY TRANSPORTATION AUTHORITY VEHICLE REGISTRATION FEE EXPENDITURE PLAN

#### A. Purpose of the Expenditure Plan

The Sonoma County Vehicle Registration Fee Expenditure Plan (Expenditure Plan) will guide the annual expenditures of the funds generated by a \$10 per year vehicle registration fee (Fee), if approved by voters in the November 2010 election. Sonoma County has very significant unfunded transportation needs, and this Fee would provide funding to meet some of those needs. It is expected that this Fee will generate approximately \$5 million per year.

The goal of this Expenditure Plan is to support transportation investments in a way that sustains the County's transportation network and reduces traffic congestion and vehicle-related pollution. The Fee would be a key part of an overall strategy to

develop a balanced, well thought-out program that improves transportation and transit for County residents. The Fee will fund programs that:

- Repair and maintain local streets and roads in the county.
- Make public transportation easier to use and more efficient.
- Make it easier to get to work or school, whether driving, using public transportation, bicycling or walking.
- Reduce pollution from cars and trucks.

The Expenditure Plan would have the following specific elements:

- All of the money raised by the Fee would be used exclusively for transportation in Sonoma County.
- None of the funds raised, outside of the costs incurred by the Department of Motor Vehicles to collect the Fee, can be taken by the State.
- There must be a relationship or benefit between the programs in the Expenditure Plan and the owners of motor vehicles paying the Fee.
- Identify air quality benefits, congestion relief maintenance and safety as key goals in any project.
- Provide investments that will help create a smarter, more efficient transportation system.
- Establish a reliable source of funding to help fund critical and essential local transportation programs.
- Provide matching funds for funding made available from state and federal sources. Maintain and improve Sonoma County's transportation network while maintaining geographic equity, over successive five year cycles.

#### B. Statutory Authorization and Requirements

The opportunity for a countywide transportation agency to place this Fee before the voters was authorized last year by the passage of Senate Bill 83, authored by Senator Loni Hancock (Oakland). The Sonoma County Transportation Authority (Authority) proposes to place a transportation measure on the November 2, 2010 ballot to enact a \$10 vehicle registration fee that would be used for local transportation and transit improvements throughout Sonoma County. A majority vote of the electorate is required to enact this Fee.

The statute requires that the Fee collected be used only to pay for programs and projects that bear a relationship or benefit to the owners of motor vehicles paying the Fee and be consistent with a regional transportation plan. The Fee will be imposed on each annual motor-vehicle registration or renewal of registration in Sonoma County occurring on or after six-months following the November 2, 2010 election, where the measure was approved by the voters, for an unlimited period, unless otherwise terminated by the voters of Sonoma County. To implement this Fee, the statute requires the governing board of the Authority to adopt an Expenditure Plan. The statute also requires the ballot measure resolution be approved by majority vote of the Authority members at a noticed public hearing.

#### C. Programmatic Expenditures

The Expenditure Plan identifies three types of programs that will receive funds generated by the Fee. Below are descriptions of each program and the percentage in parentheses of the annual revenue that will be allocated to each program after deducting for the Authority's administrative costs. The Authority will program funds to specific projects within the three categories every three years on a competitive basis, countywide, unless stipulated otherwise in the Expenditure Plan. This effort will seek geographic equity over successive five year cycles. The first programming process will begin upon approval of ballot measure and conclude by July 1, 2011.

**CONT. NEXT PAGE**

# VOTER'S PAMPHLET

## MEASURES, ANALYSES AND ARGUMENTS

(whichever is applicable to your ballot)

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### FULL TEXT OF MEASURE W, CONT.

#### **Pothole Repair, Complete Streets and New Technologies (23%)**

This program would provide funding to improve, maintain and rehabilitate local roads, bikeways and traffic signals. It also would incorporate the "complete streets" practice that makes local roads safe for all modes, including bicyclists and pedestrians, and accommodates transit. This program would also improve the performance of road, transit, pedestrian and bicyclist technology applications, and would accommodate emerging vehicle technologies such as electric and plug-in-hybrid vehicles. Projects eligible could include:

- Street and bikeway repaving, rehabilitation and maintenance, including curbs, gutters and drains
- Traffic signal maintenance and upgrades, including transit, bicyclist and pedestrian treatments
- Signing and striping on roadways, including traffic and bicycle lanes and crosswalks
- Sidewalk repair and installation
- Development, installation, operations, monitoring and maintenance of local street and arterial transportation management technology such as the "Smart Corridors Program," traffic signal interconnection, transit and emergency vehicle priority, advanced traffic management systems and advanced traveler information systems
- Improve bicycle and pedestrian safety on arterials, other locally-maintained roads and multi-use trails parallel to major roadway corridors
- Improve infrastructure and access to schools, activity centers and transit hubs (such as crosswalks, sidewalks, crossing guards, lighting and signal improvements)
- Infrastructure for alternative vehicle fuels such as electric and plug-in-hybrid vehicle stations
- New or emerging transportation technologies that provide congestion or pollution mitigation
- Advanced signal technology for transit, walking and bicycling

#### **Safe Routes to School Program (12%)**

This program would seek to reduce congestion through bicycle and pedestrian safety programs for teens and children; carpool programs at schools throughout Sonoma County and other related programs or projects that reduce trips to schools and promote transportation safety. Projects eligible could include:

- Programs aimed at increasing the number of children walking and biking to school.
- Provide classroom lessons to teach children the necessary skills to navigate safely through busy streets and to persuade them to be active participants in the program.
- Establish an education and encouragement program that offers events, contests and materials to encourage children (and parents) to walk and bicycle.
- Create programs and incentives for carpooling and transit.

#### **Transit for Congestion Relief Program (60%)**

This program would seek to make it easier for drivers to use public transportation, make the existing transit system more efficient and effective, and aid in mobility for critical populations such as students and seniors. The goal of this program is to decrease automobile usage and thereby reduce both localized and area-wide congestion and air pollution. Each Sonoma County based bus operator will receive its population share of funding on an annual basis and can use those funds on eligible projects such as:

- Transit service expansion, preservation and general operations to provide congestion relief
- Rapid bus development and implementation as well as other transit priority treatments on local roadways
- Employer or school-sponsored transit passes such as an "EcoPass Program"

- Travel Demand Management programs such as incentives, marketing, ridesharing and car sharing
- Mobility management programs and services, including services for seniors
- Technology systems that enhance efficiency

#### D. Public Information and Reporting

The Authority will provide annual financial projections for budgeting purposes and will adopt an Annual Budget each fiscal year that will include projected Fee revenue, other anticipated funds and planned expenditures for programs and administration.

The Authority will draft an Annual Report, which will be made available to the public and will include the following:

- Revenues collected
- Expenditures by programs, including distribution of funds within each program and administrative costs
- Accomplishments and benefits realized by the programs
- Proposed projects for funding in each program

Before adopting the Annual Report, the Authority will hold a public meeting and will address public comments in the Annual Report.