MEASURE M ANNUAL REPORT

July 1, 2013 - June 30, 2014

SCTA

sonoma county transportation authority

2014
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sonoma county transportation authority

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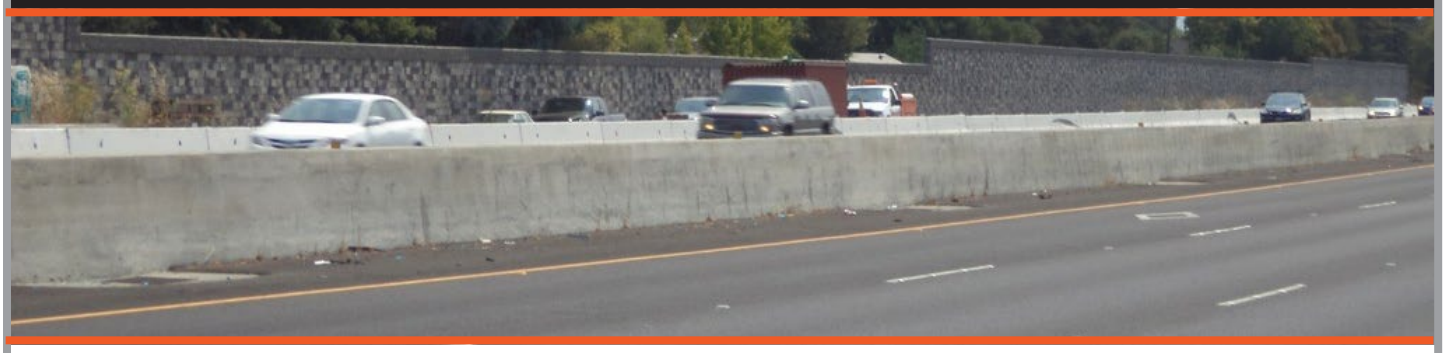
Santa Rosa Creek Trail

MEASURE M ANNUAL REPORT TO THE PUBLIC



I EXECUTIVE SUMMARY

Passed by the voters in November 2004, the Traffic Relief Act for Sonoma County (Measure M) continues to deliver multi-modal transportation improvements throughout the county. The Act provides for a ¼ cent sales tax to be used to maintain local streets, fix potholes, accelerate the widening of Highway 101 for High Occupancy Vehicle (HOV) lanes, improve local street operations, restore and enhance transit services, support the development of passenger rail service, and build safe bicycle and pedestrian routes. The funds are dedicated towards the specific programs and projects specified in the Expenditure Plan.

Road Improvements on Asti Crossing in Unincorporated Sonoma County

Local Streets Rehabilitation (LSR) Program and Bus Transit Program

Measure M continues to provide Sonoma County and its nine cities with a reliable fund source for on-going local street maintenance and public transit operational needs through its two apportionment programs. The LSR program provides all nine jurisdictions with increased funding for the maintenance and operations of their existing local streets. The LBT program provides funding to three transit operators, to augment both regular and partatransit bus service.

Highway 101 Program

The Highway 101 program continued to make substantial progress in the delivery of HOV projects in Fiscal Year 2013-14. The East Washington Interchange (MSN C-1) was completed, while construction continued on the Petaluma Blvd South Interchange and Petaluma River Bridge (MSN B-2) project, the Lakeville Highway Separation Structures (MSN C-3) project, the Airport Boulevard Interchange / Windsor Sound Walls (North B) project, and the Old Redwood Highway Interchange (Central C) project.

Design plans to complete the remaining HOV lanes through Sonoma are now 95% complete. SCTA is working with Caltrans to acquire the remaining right-of-way needs to complete the corridor and is well positioned to take advantage of future opportunities to fund the remaining construction shortfall.

Local Street Projects (LSP) and Bicycle Pedestrian Projects Program

Local jurisdictions have also used Measure M to help fund various projects identified in the Local Street Projects (LSP) and Bicycle Pedestrian Projects (Bike-Ped) programs. In the LSP program, the Hearn Avenue Phase 1 project started construction. Phase 4 of the Airport project (Airport Boulevard Overcrossing / Highway 101 Interchange) and the Old Redwood Highway Overcrossing/ Highway 101 Interchange project continued construction, while construction was completed on the Arnold Drive / Agua Caliente Road roundabout (Phase 2 of the Highway 116/121 Intersection and Arnold Drive Improvements project).

Roundabout at Agua Caliente on Arnold Drive

Funding spent in the Bicycle and Pedestrian Program this year was used for completing a project initiation document for a bicycle and pedestrian overcrossing of U.S. Highway 101 in Santa Rosa. Right-of-way progressed on the Sonoma Schellville project in Sonoma and Bicycle Safety and Education was advanced through funding of two phases of Safe Routes to Schools and one phase of Bike to Work activities.

Passenger Rail Program (SMART)

The Sonoma Marin Area Rail Transit (SMART) District continued work on final design and construction of the first phase of the of the rail project, from San Rafael to Santa Rosa, including rail and grade crossing upgrades needed to bring passenger rail to Sonoma County.

In summary, Measure M has been a reliable fund source, helping to maintain and build upon Sonoma County's transportation network. Measure M funds have been used to improve the quality of local roads; increase local bus transit service, reduce congestion, increase bicycle and pedestrian facilities, and bring commuter rail service to Sonoma County.

II

REVENUE & DISBURSEMENTS

Fiscal Year 2013-14 sales tax revenue totaled $21,044,133. Compared to Fiscal Year 2012 revenue of $20,079,659, this reflects 4.8% year-to-year growth.

Measure M's Expenditure Plan guides the distribution of funding among programs and projects. The following table summarizes the Measure M program accounts for the fiscal year ending June 30, 2014:

Table 1 – Measure M Financials

Fiscal Year 2013-14

Apportionment Programs	Beginning Balance	Revenue *	Expenditures **	Adjustments ***	Ending Balance
10% Local Bus Transit (LBT)	$255,720	$2,106,626	$2,046,914	-$89,809	$225,622
1% Administration	$181,576	$211,569	$162,203	-$7,895	$223,048
Project Programs					
40% Highway 101 Projects	$38,299,731	$19,974,609	$33,246,096	-$7,177,311	$17,850,932
20% Local Street Projects (LSP)	$24,590,344	$4,332,921	$14,755,748	$357,334	$14,524,850
4% Bike/Ped Projects	$1,184,987	$850,519	$103,708	-$109,883	$1,821,916
5% Passenger Rail (SMART)	$3,755,306	$3,869,471	$5,360,705	-$1,425,155	$838,917
Total Measure M	**$68,907,749**	**$35,559,129**	**$59,769,402**	**-$8,672,315**	**$36,025,161**

* Revenue includes $21,044,133 in new sales tax revenue, $317,874 in interest, $11,394,617 in reimbursements, $2,800,000 in an inter-program loan, and $2,505 in a cancelled warrant.

** Expenditures Include $56,969,402 in program expenses and $2,800,000 in an inter-program loan.

*** Adjustments include fiscal year end receivables and payables for both revenue and expenditures.

III
MEASURE M PROGRAMS
A) APPORTIONMENT PROGRAMS

Of the six non-administrative programs within Measure M, two are considered apportionment programs in that funds are apportioned to designated sponsors within the program, based on a formula. The Expenditure Plan does not call for specific projects within these programs. Local jurisdictions administer these funds and report on Measure M spending by submitting annual reporting letters.

1 Local Streets Rehabilitation (LSR) Program (20%)

Measure M provides 20 percent of its revenues to the County and each of the nine cities to be used to repair potholes, maintain streets and keep traffic moving. In Fiscal Year 2013-14, the SCTA distributed $4,093,929 in Measure M – LSR funds to the County and the nine cities to use on their individual rehabilitation programs. Distribution percentages are by population and road mile formula. The following highlights are reported:

Table 2 - Local Street Rehabilitation (LSR) Program Reporting

Fiscal Year 13-14

LSR Jurisdiction	Unspent Prior Allocations	FY 13-14 Allocations	Interest Reported	Available in FY 13-14	Expended in FY 13-14	Rollover to FY 14-15
Cloverdale	$215,677	$63,896	$216	$279,789	$102,106	$177,684
Cotati	$201,517	$49,536	$121	$251,174	$0	$251,174
Healdsburg	$158,786	$85,563	$870	$245,219	$216,941	$28,278
Petaluma	$0	$391,787	$0	$391,787	$0	$391,787
Rohnert Park	$300,935	$248,910	$459	$550,304	$98,955	$451,349
Santa Rosa	$1,256,443	$1,132,781	$4,603	$2,393,827	$1,926,909	$466,918
Sebastopol	$189,602	$51,583	$338	$241,524	$37,861	$203,663
Sonoma (City)	$160,015	$73,281	$128	$233,424	$0	$233,424
Windsor	$0	$186,272	$268	$186,540	$0	$186,540
County	$0	$1,810,321	$0	$1,810,321	$0	$1,810,321
Totals	**$2,482,977**	**$4,093,929**	**$7,003**	**$6,583,908**	**$2,382,771**	**$4,201,137**

Note: LSR Program expenditures include jurisdiction allocations and $97.76 is shared audit expenditures.

County of Sonoma

The County of Sonoma received and spent $1,810,321 in Measure M - LSR funds on county roads maintenance this year.

All of the $1,810,321 in Measure M-LSR funds were spent on drainage related activities critical to preserving the roadway surface, including ditch and culvert cleaning and culvert replacement. The overall roadway preservation efforts are improving riding/walking surfaces for all users, including bicyclists and pedestrians.

City of Santa Rosa

The City of Santa Rosa received $1,132,781 in Measure M – LSR funds this year. Combined with $1,256,443 in unspent prior years' allocations and $4,603 in interest, the city had $2,393,827 in Measure M - LSR funding available. The city spent a total of $1,926,909 this year and rolled over $466,918 for future years' expenditures.

Owl Nest Drive at Raters Drive Slurry Sealing Project in Santa Rosa

Santa Rosa used $544,834 in Measure M - LSR funds on pavement preventative maintenance on the following City streets:

- North Street between Carr Avenue and College Avenue
- Chanate Road, Franklin Avenue, and Montecito Avenue between Fountaingrove Parkway and Lewis Road
- Lewis Road between Mendocino Avenue and Franklin Avenue
- Fountaingrove Parkway between Fir Ridge Drive and Brush Creek Road
- North

In addition, Measure M funds were used to slurry seal an estimated 75 City streets in the northwest and northeast sections of Santa Rosa. Some of the streets treated include: Melita Road, Great Heron Drive, Mountain Hawk Drive, Monte Verde Dive, Bay Village Circle, Crosspoint Count, San Miguel Road, Walnut Creek Drive, Raters Drive, and Banyan Street. There were approximately 2.2 million square feet of pavement treated.

The City expended $1,000,000 in Measure M - LSR funds to reconstruct Ventura Avenue from Paulin Drive to West Bicentennial Way.

The City spent $147,045 in Measure M - LRS funds for the widening of Santa Rosa Avenue, between Yolanda Avenue and Kawana Springs Road. This funding is in addition to Measure M - LSP funds that were spent on improvements considered part of the Hearn Avenue Project.

Finally, Measure M – LSR funds in the amount of $235,000 were also used to maintain existing adaptive traffic control signals on College Avenue, Guerneville Road, Stony Point Road and Mendocino Avenue, which includes a total of 46 signals.

City of Rohnert Park

The City of Rohnert Park received $248,910 in Measure M – LSR funds this year. Combined with unspent prior years' allocations of $300,935 and interest of $459, Rohnert Park had $550,304 of funding available. Rohnert Park expended a total of $98,955 this year and rolled over $451,349 for future years' expenditures.

Rohnert Park Fog Seal

Rohnert Park spent $98,722 of Measure M – LSR funds on its maintenance program, which consisted of the second phase of a 2-year preventative maintenance project of streets generally in the "good" and "very good" range of pavement condition. About 15 miles of mostly neighborhood streets are included in the project, representing 16% of the total roadways in Rohnert Park. Crack sealing and digouts were conducted in the previous fiscal year on the first phase project streets located in the residential neighborhoods of "C", "H", "G", "E", "M", and "L" sections, on Southwest Boulevard between Seed Farm Drive and Adrian Drive, and on the Rohnert Park Expressway overcrossing of Highway 101. The second phase of the project consisted of fog seal, slurry seal and striping, which commenced in Summer 2014 and was completed in early Fall 2014. The second phase also included a bicycle facility gap closure on Southwest Boulevard between Adrian Drive and Seed Farm Drive. To close the gap, Rohnert Park implemented what is often referred to as a road diet. Automobile travel lanes were reduced from 2 lanes to 1 lane in each direction of Southwest Boulevard to make room for new Class 2 bike lanes. The lane removals also crated enough room on the south side of the street to preserve on-street parking for the shared campus of Technology Middle School and the Cotati Rohnert Park School District offices and adjacent track and ball fields. Both the road diet and the installation of the enhanced lighted crosswalk (Phase 1) have resulted in traffic calming for users of this particular segment of this Measure M funded project.

Additionally, $233 was spent on scoping of a traffic calming project called Street Smart Rohnert Park. Scoping consisted of staff consultation with the Rohnert Park Bicycle Advisory Committee.

City of Petaluma

The City of Petaluma received $391,787 in Measure M LSR funds this year. Petaluma spent its entire balance of $391,787 in FY 2013-14.

The City spent $391,787 on its maintenance program. The maintenance program includes pothole patching, skin patching, concrete work, pavement rehabilitation, overlays, street sign replacement, and traffic and bike lane pavement delineation. Approximately 696 potholes were repaired citywide. Skin patching, which is used to cover potholes and seal the surrounding areas to prevent further potholing, was conducted on 14,649

Petaluma Pavement Rehabilitation

linear feet of roadway. Edge grinding and a 2-inch overlay were installed on all or sections of the following roadways:

- Magnolia Avenue
- Post Street
- Sutter Street
- Parkland Way
- Novak Drive
- Joan Drive
- Jeffrey Drive
- Lauren Drive

Crack sealing occurred on 69,911 linear feet of the following streets:

- Fieldstone Lane
- Sonoma Mountain Parkway
- Magnolia Avenue
- Caufield Avenue
- Washington Street
- Petaluma Boulevard North
- Linberg Lane
- Liberty Street
- South McDowell Boulevard
- Keokuk Street, and
- Jefferson Street

One thousand, one hundred and three faded traffic signs were replaced, 26,870 lane lines including bike lanes were repainted, 18,773 linear feet of curb was painted and 5,850 traffic buttons were laid.

City of Sonoma

The City of Sonoma received $73,281 in Measure M – LSR funds this year. Combined with $160,015 in unspent prior allocations and $128 in interest, Sonoma had $233,424 available to spend. The city rolled over its entire allocation for future years expenditures.

City of Sebastopol

The City of Sebastopol received $51,583 in Measure M – LSR funds this year. Combined with $189,602 in prior allocation and $338 in interest, the city had a total of $241,524 available to spend. Sebastopol expended a total of $37,861 to prepare project plans, specifications and estimates for a preventative maintenance slurry seal of various city streets. The project is out to bid, and the construction is scheduled to be completed during the Fall of 2014. The City rolled over $203,663 for future years' expenditures. The City has budgeted the balance of funds for the upcoming slurry seal project.

City of Cloverdale

The City of Cloverdale was allocated $63,896 in Measure M- LSR funds this year. Combined with $215,677 in unspent prior allocation and $216 in interest, the City had a total of $279,789 available to spend. The city spent $102,106 on pothole repair throughout the City. Additionally, the City was able to complete an alternatives analysis and conceptual design for pedestrian safety improvements and traffic calming along Cloverdale Boulevard from Citrus Fair Drive to South Franklin Street; design and install an in-roadway light system and high visibility markings for a crosswalk across Cloverdale Boulevard at Healdsburg Avenue; apply for an active transportation grant for the Pedestrian Safety and Traffic calming and the Citrus Fair Greenway project; and conduct preliminary engineering for the City's One Bay Area grant project to install sidewalks along Cloverdale Boulevard from Healdsburg south to Furber Shopping Center. The City rolled over $177,684 for future years' expenditures.

City of Cotati

The City of Cotati received $49,536 in Measure M-LSR funds this year. Combined with unspent prior years' allocations of $201,518 and interest of $121, Cotati had $251,174 available this year. The City rolled over all available funding for future years' expenditures. The City has exceeded the three year limit on banking funds, but provided the following justification:

"The City of Cotati is currently holding $251,174 in Measure M funds for projects that have been delayed into FY14-15, including: Pavement maintenance on various city streets for pavement preservation. The City is advertising this project for bid the week of September 7, 2014, and is expected to complete the work before the end of November, 2014."

City of Healdsburg

The City of Healdsburg received $85,563 Measure M- LSR funds this year. Combined with unspent prior years' allocations of $158,786 and $870 of interest, Healdsburg had $245,219 of funding available for expenditures. The City spent $216,941 on maintenance and operations in the form of pothole repair paving, striping, and crack sealing. During FY 2013-14, approximately 6,720 square feet of pavement repair was performed. Re-painting and striping work included but was not limited to crosswalks, centerlines, lane lines, edge lines and pavement markings. Approximately 370 feet of existing solid double yellow centerline, and 42 linear feet (LF) of 4-inch solid white edge lines were repainted. In addition to the above listed work, approximately 6,660 square feet of existing concrete sidewalk was repaired.

Healdsburg Pavement Repair

The City's remaining balance of $28,278 was rolled over for future years' expenditure.

Town of Windsor

The Town of Windsor received $186,272.01 in Measure M- LSR funds this year. Combined with $268 in interest, Windsor had a total of $186,540 available to spend. Winsor banked its full balance for future years' expenditures. The Town anticipates spending the banked funds on the 2015 Street Resurfacing Program for fiscal year 2014/15. The 2015 Program is scheduled to be constructed in the spring of 2015.

2 Local Bus Transit (LBT) Program (10%)

Measure M provides 10 percent of its revenues to its four local bus transit operators. The transit providers use Measure M to maintain and expand service. In Fiscal Year 2013, the SCTA distributed $1,990,944 in Measure M – LBT funds modeled on the population based Transit Development Act (TDA) formula, as reported in the Coordinated Claim. The following highlights are reported:

Table 3: Local Bus Transit (LBT) Program Reporting Fiscal Year 13-14

LBT Jurisdiction	FY 13-14 Allocations
County	$1,044,720
Santa Rosa	$709,648
Petaluma	$244,396
Healdsburg*	$48,101
Totals	**$2,046,865**

*Per Agreement, County now receives Healdsburg distribution. Note: LBT Program expenditures include jurisdiction allocations and $48.88 is shared audit expenditures.

Sonoma County Transit received and expended $1,044,720 in Measure M – LBT funds this year. Sonoma County Transit also received funds in the amount of $48,101 on behalf of Healdsburg. Of the Measure M – LBT funds disbursed to the County, $831,641 were expended on fixed route operations and $261,180 was expended on ADA paratransit operations. There were 1,361,113 passenger trips taken on Sonoma County Transit which is a 3.3% decrease from last year and 45,574 passenger trips taken on Sonoma County paratransit which is a 15.8% increase from last year.

Santa Rosa CityBus received $709,648 in Measure M – LBT funds this year. CityBus spent $597,838 of the funds on fixed route operations and $111,811 on paratransit operations. Ridership decreased by 14% in FY 2013-14 over FY 2013-14. Over the same period, reliability and on-time performance increased. Measure M provides approximately 7% of fixed route operating revenue. Measure M plays a vital role as a stable source of local funding for CityBus service.

Petaluma Transit received and spent $244,396 in Measure M – LBT funds. Petaluma Transit spent their full allocation of Measure M – LBT funds to sustain both their fixed-route and paratransit operations. Measure M funds account for approximately 11% of Petaluma Transit's operating budget. Petaluma Transit had another excellent year, with a ridership increase of 13% over FY 2012-13.

B) PROJECT PROGRAMS

The remaining four Measure M programs are considered project programs in that the Measure M Expenditure Plan calls for one or more specific projects within each program.

Highway 101 Program

Local Street Projects

Bicycle and Pedestrian Projects

Passenger Rail Program

1 Highway 101 Program (40%)

Measure M contributes 40 percent of its sales tax revenue to the Highway 101 program. SCTA manages the Measure M - Highway 101 program fund to develop and build High Occupancy Vehicle (HOV) lane projects along five distinct areas of Highway 101, as described in the Expenditure Plan. Net funding in the account began with a balance of $38,299,731. Revenue to the program totaled $19,974,609, consisting of $8,417,653 in sales tax, $159,834 in interest, $11,394,617 in reimbursements, and $2,505 in a cancelled warrant. Expenditures totaled $33,246,096, while adjustments totaled -$7,177,311, leaving an ending balance of $17,850,932.

Highway 101 expenditures are tracked in accordance with the Measure M Expenditure Plan. The financing account includes the cost of financing, including interest and principal payments on the 2008 and 2011 revenue bonds. The following table summarizes fiscal year 2013-14 expenditures against the Measure M - Highway 101 Program fund:

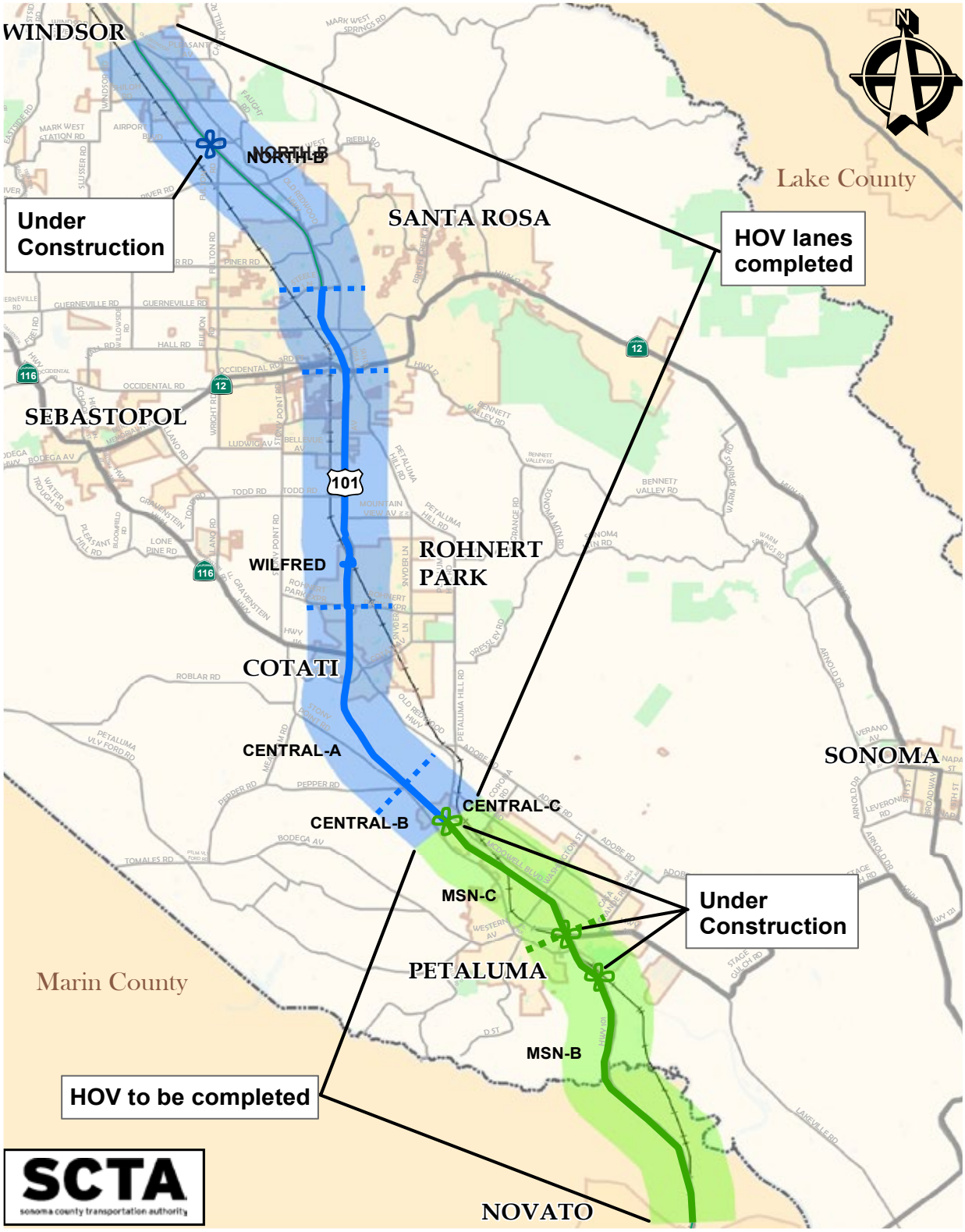
Table 4 – Highway 101 Program
Fiscal Year 2013-14 Project Expenditures

Project Name	Expenditures
Wilfred	$1,109,212
North	$9,383,126
Central	$7,426,200
MSN-County Line to Pet River	$4,262,094
MSN-Pet River to Old Red	$4,953,159
Financing	$6,112,109
TOTAL	**$33,245,901**
Note: 101 Expenditures include $196 in shared audit expenditures.	

Airport Overcrossing (North B)

SCTA works with the Metropolitan Transportation Commission (MTC), Caltrans, and local partners to deliver the Highway 101 program. The following exhibits describe the status of the four Highway 101 projects:

Highway 101 Projects



Highway 101 Project #1 - Wilfred

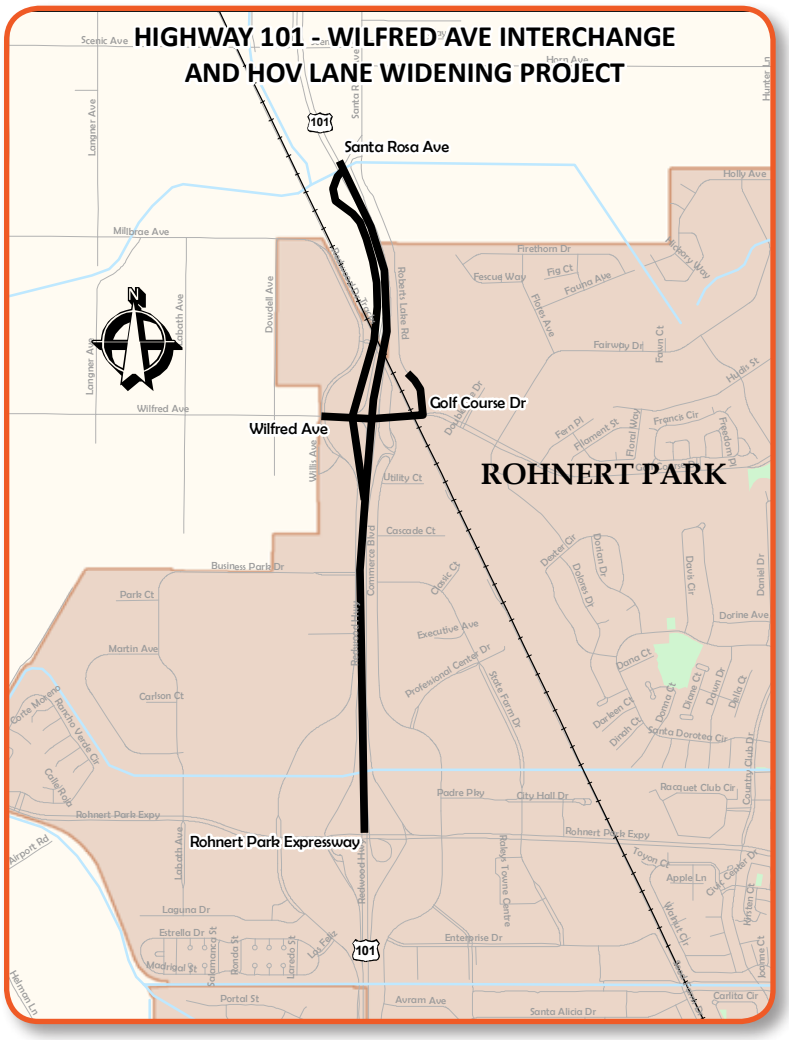
Rohnert Park Expressway to Santa Rosa Avenue

Construct approximately 1.6 miles of High Occupancy Vehicle (HOV) lanes from just north of the Rohnert Park Expressway Overcrossing to Santa Rosa Avenue Overcrossing in Rohnert Park.

Project Scope:

- Reduce recurrent congestion on Highway 101
- Improve access and circulation between local streets and Highway 101
- Upgrade highway facility to current standards

Additional Project Details:



- Add northbound and southbound High Occupancy Vehicle (HOV) lanes by widening the freeway from four to six lanes
- Widen shoulders
- Upgrade highway drainage facilities
- Add concrete median barrier
- Correct the vertical alignment of Highway 101
- A new bridge undercrossing to link Wilfred Avenue to Golf Course Drive
- Replace the existing Wilfred/ Commerce Boulevard Undercrossing
- A two lane collector-distributor road between Wilfred Avenue and Santa Rosa Avenue on southbound Highway 101
- Auxiliary lanes between Rohnert Park Expressway Overcrossing to Wilfred Avenue/Golf Course Drive Interchange
- Auxiliary Lane northbound from Wilfred/Golf Course Drive to Santa Rosa Avenue Overcrossing
- HOV bypass lanes, ramp metering, CHP enforcement areas, and re-alignment of on-ramps
- Re-alignment of Wilfred Avenue, Golf Course Drive, Commerce Boulevard, and Roberts Lake Road
- Sidewalks and bicycle lanes along Wilfred Avenue/Golf Course Drive

Project Status / Schedule:

Wilfred - SCTA secured $73.3 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund the roadway portion of the Wilfred Project. Construction of the roadway phase of the Wilfred project started in spring 2009 and was completed on June 28, 2013. Work to close out the right-of-way phase occurred in FY 2013-14.

Phase L –SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

Fiscal Year 2013-14 Expenditures:

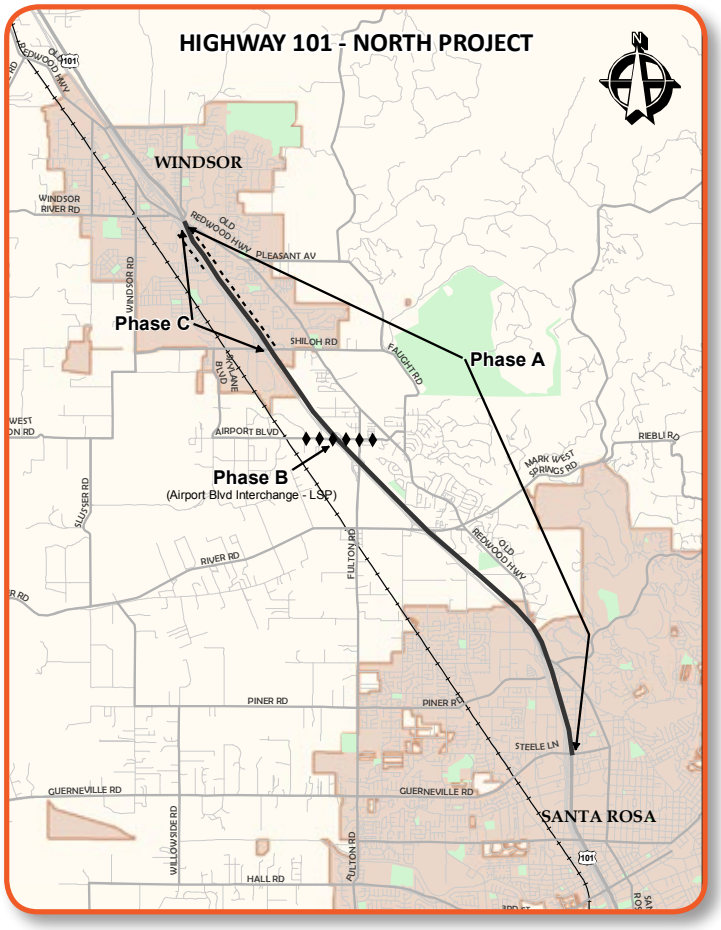
In FY 2013-14, SCTA expended a total of $1,109,212 in Measure M – Highway 101 Projects Program funds on the Wilfred project, as shown in the following table:

Phase	Wilfred
ROW CAP	$1,105,762
PM	$3,450
Total	**$1,109,212**

Highway 101 Project #2 - North

Steele Lane in Santa Rosa to Windsor River Road in Windsor

This project has been split into three phases, Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes; Phase B- Airport Boulevard & Fulton Road Interchange Improvements and Soundwalls in Windsor, and a follow-up landscaping project. In addition, the Steele Lane Interchange Project (Phase S) was included as an early phase of the North project. The Phase S project was completed in 2008.



Project Scope:

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound HOV lane
- Upgrade existing freeway to current standards including widening shoulders and ramp improvements
- Rehabilitate existing highway

Additional Project Details:

Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes from Steele Lane in Santa Rosa to Windsor River Road in Windsor

- Construct northbound and southbound High Occupancy Vehicle (HOV) Lanes and provide standard 10 feet shoulders
- Upgrade on and off-ramps and provide HOV bypass lanes where feasible
- Rehabilitate existing highway
- Upgrade drainage
- Widen bridges at Mark West Creek, Pool Creek, and Pruitt Creek
- Construct southbound auxiliary lanes at the Hopper Avenue and Mendocino Avenue on-ramps
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system

Phase B – Airport Boulevard & Fulton Road Interchange Improvements & Sound walls in Windsor- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane)

- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane)
- Reduce Highway 101 congestion and traffic weaving by reconfiguring ramps at Airport Boulevard and closing the ramps at Fulton Road
- Construct Soundwalls in Windsor between Shiloh Road and Windsor River Road (Formerly Phase C)

Phase L - Follow-up Landscaping

- Landscape Highway 101 Steele Lane to Windsor River Road

Project Status / Schedule:

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in October 2007. The EA/EIR was revalidated in June 2010 for Phase B to include the replacement of the Airport Boulevard Overcrossing.

Phase A – SCTA secured $111.8 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), Federal Earmark, and Measure M funding to fully fund Phase A of the North Project. The project completed construction in December 2010.

Phase B - SCTA and Sonoma County Public Works secured $54.6 Million in Measure M, County, Corridor Mobility Improvement Account (Prop 1B), and State and Local Partnership Program (Prop 1B) funding to fully fund the North-B project. The construction contract was awarded on October 17, 2012. Construction started in spring 2013 and is expected to be completed by the end of 2014.

Phase L – SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

Fiscal Year 2013-14 Expenditures:

In FY 2013-14, SCTA expended a total of $9,383,126 in Measure M – Highway 101 Projects Program funds on the North project as shown in the following table:

Phase	North A	North B	Total
Environmental		$845	$845
PS&E	$327,212	$244,395	$571,606
ROW SUP	$216,414	$648,448	$864,862
ROW CAP	$55,659	$2,285,316	$2,340,975
Mitigation	$50,000	$0	$50,000
CON SUP	$0	$6,253	$6,253
CON CAP	$0	$5,502,854	$5,502,854
PM	$50	$45,680	$45,730
Total	**$649,334**	**$8,733,792**	**$9,383,126**

Fiscal Year 2013-14 Reimbursements:

In FY 2013-14, SCTA collected a total of $4,230,626 in reimbursements for the North-B project from Caltrans and the County based on funding commitments included in cooperative agreements as shown in the following table:

Phase	North B
Environmental	$845
ROW SUP	$96,136
CON SUP	$5,557
CON CAP	$4,530,626
PM	$134,218
Total	**$4,530,626**

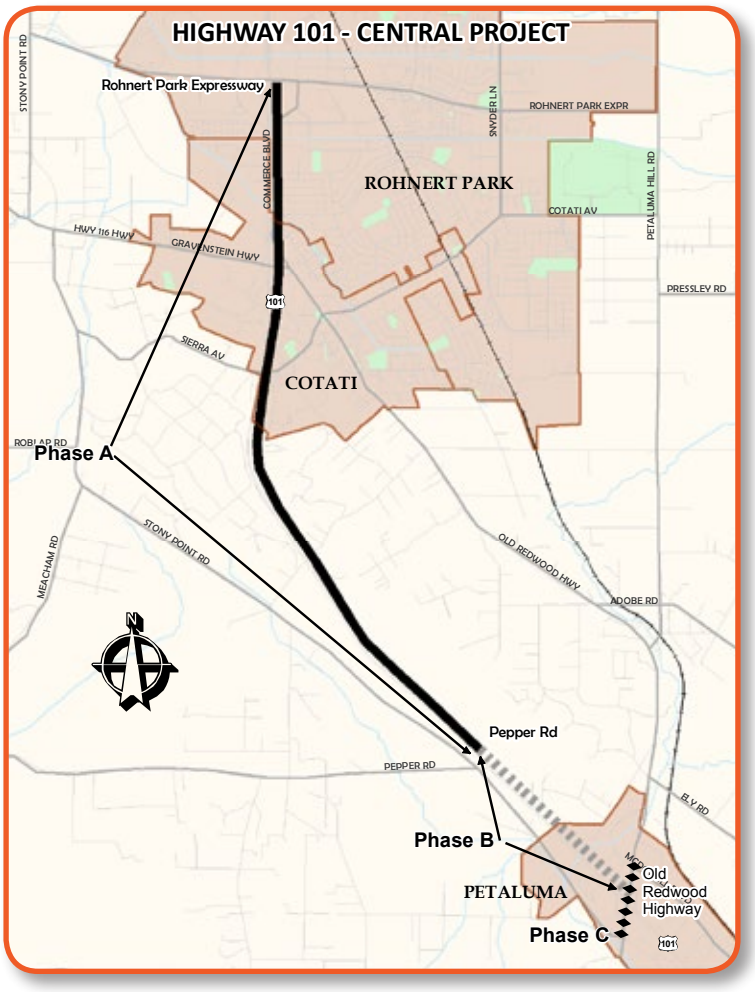
Highway 101 Project #3 - Central

Old Redwood Highway in Petaluma to Rohnert Park Expressway in Rohnert Park

This project has been split into four phases, Phase A - from North of Pepper Road to Rohnert Park Expressway; Phase B-from Old Redwood Highway to North of Pepper Road; Phase C, the Old Redwood – Highway 101 Interchange; and a follow-up landscaping project.

Project Scope:

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound High Occupancy Vehicle (HOV) lane
- Upgrade existing freeway to current standards



Additional Project Details:

Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes from North of Pepper Road to Rohnert Park Expressway

- Construct northbound and southbound HOV lanes from north of Pepper Road to Rohnert Park Expressway
- Construct Auxiliary lanes between Route 116 (West) and Rohnert Park Expressway
- Replace the Highway 101 southbound bridges at Copeland Creek and Laguna de Santa Rosa
- Widen Highway 101 bridge at West Sierra Avenue
- Replace the existing Route 116 (West) Undercrossing and modify the interchange ramps for improved alignment, HOV bypass lanes, ramp metering and California Highway Patrol (CHP) enforcement areas
- Correct the profile of Highway 101 at the Route 116 (West) Interchange
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system
- Replace the Railroad Avenue Undercrossing
- Construct sound walls in Cotati

Phase B - Highway 101 High Occupancy Vehicle (HOV) Lanes from Old Redwood Highway in Petaluma to North of Pepper Road

- Construct northbound and southbound HOV lanes from north of Old Redwood Highway to north of Pepper Road
- Widen Highway 101 bridge at Willow Brook
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, and traffic monitoring stations
- Construct a sound wall in Petaluma

Phase C - Highway 101 and Old Redwood Highway Interchange in Petaluma

- Replace Old Redwood Highway Overcrossing with a 4-lane structure, including sidewalks and bike lanes
- Re-construct ramps to Highway 101 at Old Redwood Highway, including HOV bypass lanes, CHP enforcement areas, and ramp metering
- Construct southern portion of sound wall near southbound off-ramp

Phase L - Follow-up Landscaping

- Landscape Highway 101 from Old Redwood Highway Interchange to Rohnert Park Expressway

Project Status / Schedule:

The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in August 2007. The EA/EIR was re-validated in May 2010 for Phase C to include the Old Redwood Highway Overcrossing.

Phase A – SCTA secured $86.2 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund Phase A of the Central Project. Construction started in late 2009 and was completed on December 26, 2012. Work to close out the right-of-way phase occurred in FY 2013-14.

Phase B - SCTA secured $18.3 Million in Corridor Mobility Improvement Account (Prop. 1B), and Measure M funding to fully fund Phase B of the Central Project. Construction started in May 2010 and was completed on July 8, 2013. Work to close out the right-of-way phase occurred in FY 2013-14.

Phase C – SCTA and Petaluma have secured $41.3 Million in Measure M, City of Petaluma, and State and Local Partnership Program (Prop 1B) funding to fully fund Phase C of the Central Project. Construction started in spring 2013 and is expected to be complete by July of 2015.

Phase L – SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.

Fiscal Year 2013-14 Expenditures:

In FY 2013-14, SCTA expended a total of $7,426,200 in Measure M – Highway 101 Program funds on the Central project, as shown in the following table:

Phase	Central A	Central B	Central C	Total
PS&E	$0	$0	$147,304	$147,304
ROW SUP	$20,394	$0	$95,830	$116,223
ROW CAP	$80,889	$0	$601,441	$682,330
Mitigation	$0	$0	$0	$0
CON SUP	$10,046	$86	$0	$10,132
CON CAP	$0	$0	$6,422,283	$6,422,283
PM	$413	$2,187	$45,327	$47,927
Total	**$111,742**	**$2,274**	**$7,312,185**	**$7,426,200**

Fiscal Year 2013-14 Reimbursements:

In FY 13-14, SCTA received a total of $5,175,730 in reimbursements from the City of Petaluma and Caltans based on funding commitments included in cooperative agreements as shown in the following table:

Phase	Central A	Central B	Central C	Total
CON SUP	$20,094	$86	$0	$20,180
CON CAP	$0	$0	$5,085,828	$5,085,828
PM	$6,642	$63,080	$0	$69,722
Total	**$26,736**	**$63,166**	**$5,085,828**	**$5,175,730**

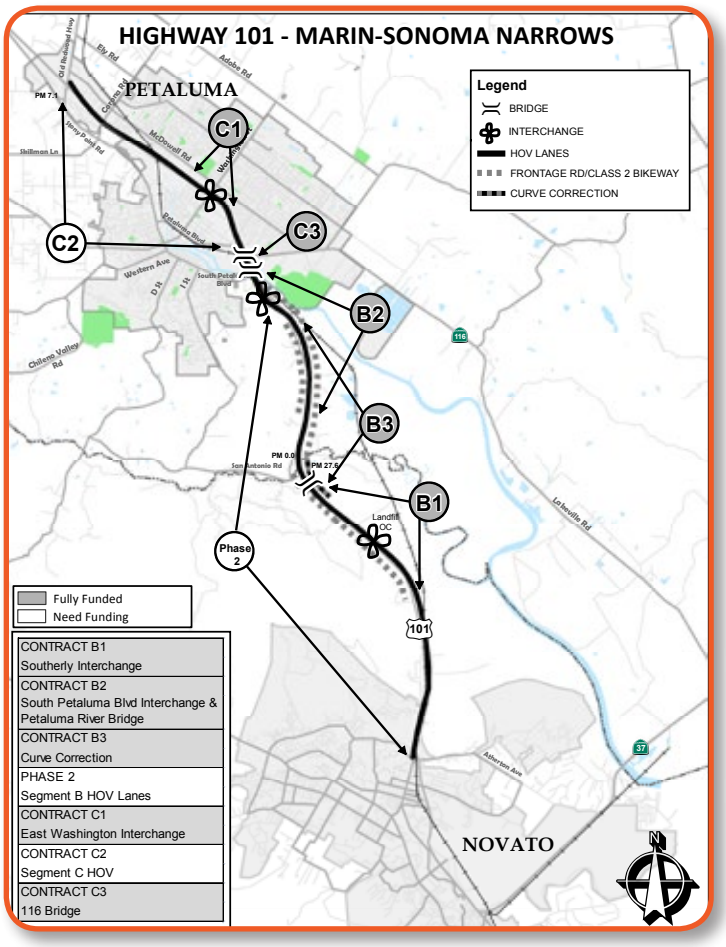
Highway 101 Project #4 – Marin-Sonoma Narrows (MSN)

From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

The MSN project area is divided into three segments: Segment A, from Route 37 to Atherton Avenue in Novato (Marin County), Segment B, from Atherton Avenue in Novato to Petaluma River Bridge, and Segment C from the Petaluma River Bridge to Old Redwood Highway in Petaluma. To accelerate delivery of an initial fundable phase, this project has been divided into nine (9) fully funded projects (A1, A2, A3, B1, B2, B3, C1, C3, and L1) and two partially funded projects (C2 and the Sonoma Narrows Median Widening). The future remaining phases are not currently funded.

Project Scope:

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound High Occupancy Vehicle (HOV) lane
- Upgrade existing freeway (Segments A and C) and rural highway facility (Segment B) to current freeway standards



Additional Project Details:

Contract A1 – Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 37 in Novato to north of Atherton Avenue (Marin County)

- Add northbound HOV lane from Route 37 to north of Atherton Avenue
- Add southbound HOV lane from Rowland Boulevard Overcrossing to Route 37
- Widen shoulders
- Install HOV-bypass lanes and ramp metering to on and off ramps
- Construct sound walls and retaining walls
- Widen Novato Creek, Franklin Overhead and Olive Avenue Undercrossing bridges for northbound HOV lane

Contract A2 – Highway 101 Southbound High Occupancy Vehicle (HOV) Lane from the Franklin Overhead to Rowland Boulevard (Marin County)

- Extend the southbound HOV lane from the Franklin Overhead to the Rowland Boulevard Overcrossing
- Widen Novato Creek bridge for southbound HOV lane

Contract A3 – Highway 101 High Occupancy Vehicle (HOV) Lanes from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange (Marin County)

- Extend northbound HOV lane from Atherton Avenue to 1.4 south of the San Antonio Road Interchange
- Widen the North Novato Overhead bridge for a northbound HOV lane

Contract B1 – San Antonio Road Interchange and Frontage Roads (Marin County)

- Upgrade the existing Redwood Landfill Overcrossing to a full interchange with standard freeway on and off ramps
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class I and Class II bicycle facilities along new frontage roads

Contract B2 – Petaluma River Bridge & Petaluma Boulevard South Interchange and Frontage Roads

- Replace the existing two lane northbound and southbound Petaluma River Bridge with a 6-lane bridge with standard inside and outside shoulders
- Construct a new overcrossing and standard freeway interchange with on and off ramps at Petaluma Boulevard South
- Provide ramp metering equipment to southbound on-ramp at Petaluma Boulevard South
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class II bicycle facilities along new frontage roads

Contract B3 – San Antonio Creek Curve Correction and Re-alignment (Marin & Sonoma Counties)

- Re-align Highway 101 to correct horizontal alignment at San Antonio Creek
- Construct a new Highway 101 San Antonio Creek bridge
- Remove the existing southbound San Antonio Creek bridge
- Convert the existing northbound San Antonio Creek bridge to the frontage road system connecting to the Redwood Landfill Interchange
- Construct Class I and Class II bicycle facilities along frontage roads

Contract C1 – East Washington Street Interchange

- Reconfigure the on-ramp from East Washington Street to southbound Highway 101, and construct a HOV bypass lane
- Construct a new on-ramp from westbound East Washington Street to northbound Highway 101, construct a HOV bypass lane and new bridge over Washington Creek
- Widen the terminus of the northbound off-ramp from Highway 101 to East Washington Street

Contract C2 – Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 116 (East) to Old Redwood Highway in Petaluma

- Add northbound and southbound HOV lanes from Route 116 (East) to just north of the Corona Road Overcrossing
- Widen shoulders
- Construct HOV-bypass lanes and ramp metering at various ramp locations
- Construct sound walls and retaining walls
- Widen Washington Creek and Lynch Creek bridges for northbound and southbound HOV lane
- Replace North Petaluma Overhead Bridge and correct vertical alignment
- Construct Rainer Undercrossing bridge
- Re-align southbound and northbound off-ramps at East Washington Street Interchange
- Re-align southbound off-ramp at Route 116 (East)/Lakeville Highway Interchange
- Construct northbound auxiliary lane between Route 116 (East)/Lakeville Highway and East Washington Street Interchanges

Contract C3 – Petaluma River and Route 116 (East) Bridges

- Widen the existing southbound Route 116 Separation Bridge for HOV lane
- Replace the existing northbound Route 116 Separation Bridge with a 3-lane bridge with standard inside and outside shoulders

Contract Sonoma Narrows Median Widening

- Construct a northbound and southbound HOV lane from just south of the Marin/Sonoma County Line to just north of the Lakeville Highway Interchange

Contract L1 – Initial Tree Replacement Planting

- Plant trees along Highway 101 in Marin County and near the new Petaluma Boulevard South Interchange in Sonoma County

Future Phases:

- Construct remaining HOV lanes in Segments A and B
- Widen remaining shoulders
- Provide HOV-bypass lanes and ramp metering to remaining ramps in Segment A
- Widen Novato Creek, Franklin Overhead and Olive Undercrossing bridges for southbound HOV lane in Segment A
- Complete remaining bike lanes along frontage roads
- Additional tree replacement planting and landscaping not covered in Contract L1

Project Status / Schedule:

Caltrans completed the environmental document in October 2009.

Phase 1 (Contracts A1, A2, A3, B1, B2, B3, C1, C3 and L1) - Caltrans, SCTA and Transportation Authority of Marin (TAM) secured $424 Million in Corridor Mobility Improvement Account (Prop 1B), State Transportation Improvement Program (STIP), Transportation Construction Relief Program (TCRP), Sonoma County Measure M, and Federal demonstration and earmark funding to fully fund the Phase 1 projects.

Contract A1 The construction contract was awarded on July 2, 2011 and was completed on December 17, 2012.

Contracts A2 The construction contract was awarded on November 8, 2012 was completed on December 24, 2013.

Contracts A3 The construction contract was awarded on November 1, 2012 and is expected to be completed in the fall of 2014.

Contracts B1 The construction contract was awarded on September 14, 2012 and is expected to be completed by the end of 2014.

Contracts B2 The construction contract was awarded on November 1, 2012 and is expected to be completed in 2016.

Contract B3 Design and right of way acquisition is scheduled to be complete by the fall of 2014. An advance tree removal project is expected to begin in the fall of 2014. Roadway construction is scheduled to start in the spring of 2015 and estimated to be complete in late 2017. Utility relocations began in the spring of 2014 and are expected to be complete by spring 2015.

Contract C1 The construction contract was award on November 1, 2011 and was completed on June 19, 2014. Work to close out the right-of-way phase is expected to continue in FY 2014-15.

Contract C3 – The construction contract was awarded on November 2, 2012. Construction started in spring 2013 and is expected to be complete in 2015.

Contract L1 will commence construction after completion of the Phase 1 roadway work in 2016.

Phase 2 (Contracts C2, Sonoma Narrows Median Widening and Additional Contracts to be Developed)

Contract C2 - SCTA has advanced design and right-of-way acquisitions using Measure M funding. Design was approximately 95% complete by the end of FY 2013-14. Design is expected to be suspended in FY 2014-15, while the SCTA seeks funding for construction. Approximately $85 Million (present year dollars) is needed to fully fund the construction phase of this project.

Contract Sonoma Narrows Median Widening - SCTA re-programmed $2.6 Million in bid savings from the MSN-C1 Contract to fully fund the design of the Median Widening project. Design commenced in August 2013 and was approximately 90% complete by the end of FY 2013-14. Design is expected to be suspended in FY 2014-15, while SCTA seeks funding for construction. Approximately $35 Million (present year dollars) is needed to fully fund the construction phase of this project.

Future Contracts - Subsequent Phase 2 contracts to extend HOV lanes in Marin County and landscape the corridor will be developed as funding is secured.

Fiscal Year 2013-14 Expenditures:

In FY 2013-14, SCTA expended a total of $9,215,253 in Measure M – Highway 101 Projects Program funds on the MSN Project as shown in the following table:

Phase	B2	B3	C1	C2	C3	Med Widen	Total
PS&E	$87,722	$0	$0	$435,304	$111,100	$1,227,162	$1,861,289
ROW SUP	$1,503,263	$0	$0	$37,850	$0	$0	$1,541,114
Mitigation	$0	$0	$0	$0	$0	$0	$0
ROW CAP	$747,807	$0	$739,418	$75,000	$0	$0	$1,562,225
CON SUP	$556,283	$0	$8,135	$0	$172,383	$0	$736,801
CON CAP	$3,301,025	$0	$0	$0	$0	$0	$3,301,025
PM	$74,879	$45,451	$10,538	$35,668	$26,737	$19,526	$212,800
Total	**$6,270,979**	**$45,451**	**$758,091**	**$583,823**	**$310,220**	**$1,246,688**	**$9,215,253**

Fiscal Year 2013-2014 Reimbursements:

In FY 2013-14, SCTA received a total of $1,451,503 in reimbursements for the MSN Project based on funding commitments included in cooperative agreements with Caltrans and the City of Petaluma as shown in the following table:

Phase	MSN-C2	MSN-C3	Median Widen	Total
PS&E	$61,222		$1,227,162	$1,288,384
CON SUP		$153,119		$153,119
CON CAP		$10,000		$10,000
Total	**$61,222**	**$163,119**	**$1,227,162**	**$1,451,503**

2 Local Street Projects (LSP) Program (20%)

Measure M contributes 20 percent of its revenue to the Local Street Projects (LSP) Program. Net funding in the account began with a balance of $24,590,344. Revenue to the program totaled $4,332,921, consisting of $4,208,827 in sales tax and $124,094 in interest. Expenditures totaled $14,755,921, while adjustments totaled $357,334, leaving an ending balance of $14,524,850.

Table 5A represents FY2013-14 appropriations and expenditures for projects managed by the local jurisdictions whereas Table 5B represents the expenditures for projects managed directly by the SCTA:

Table 5A - LSP Program Appropriation / Expenditure Reporting Fiscal Year 2013-14

LSP Project Name	Beginning Appropriation Balance	FY 13-14 Appropriation	FY 13-14 Expenditures	Ending Appropriation Balance
Airport IC - Phase 4A (Landscape)	$0	$569,000	$15,157	$553,843
Forestville Bypass	$0	$0	$0	$0
Hearn Avenue Interchange	$530,640	$0	$394,957	$135,683
116/121 - Arnold Drive Phase 1	$0	$650,000	$650,000	$0
Totals	**$530,640**	**$1,219,000**	**$1,060,114**	**$689,526**

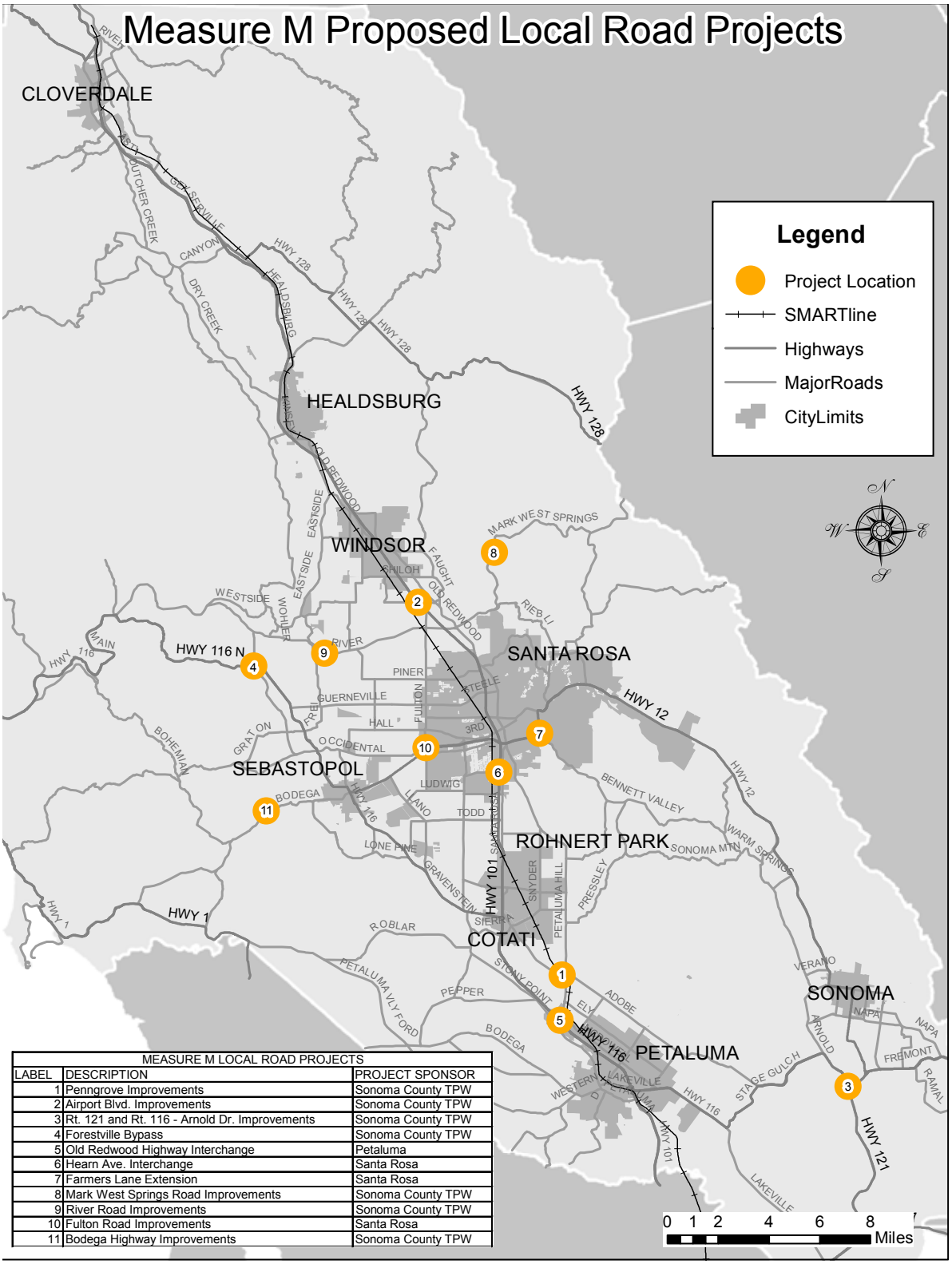
Table 5B - LSP Program Expenditures - Projects Managed by SCTA

LSP Project Name	Expenditures
Airport Interchange	$5,821,994
Old Redwood Highway	$5,045,590
Route 116/121 Interchange	$27,952
Totals	**$10,895,536**

Note: LSP Expenditures include $2,800,000 in an inter-program loan to SMART and $97.76 in shared audit expenditures.

The following exhibits describe the status of the five LSP projects that were advanced in FY2013-14:

Local Street Projects



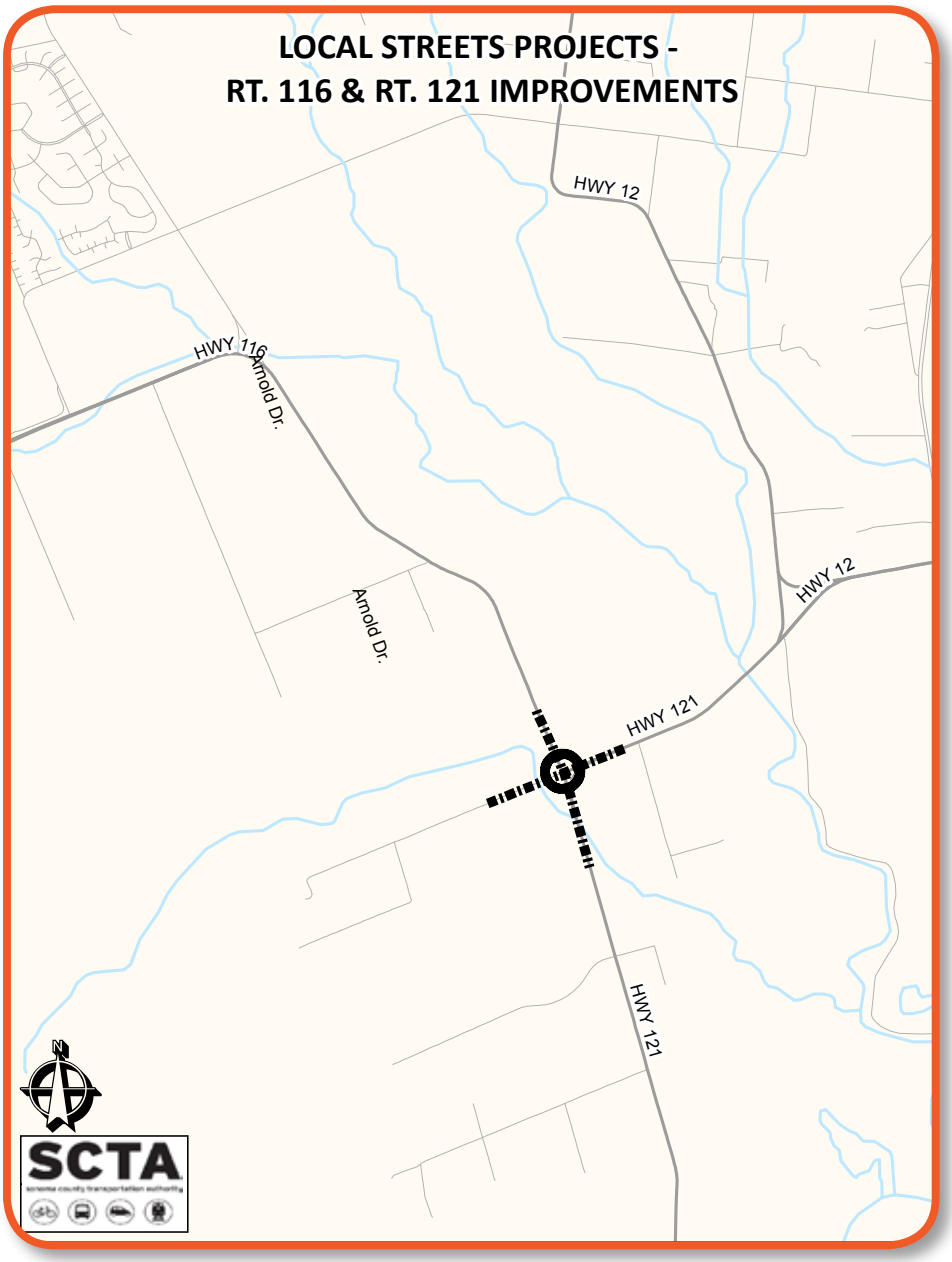
MEASURE M LOCAL ROAD PROJECTS		
LABEL	DESCRIPTION	PROJECT SPONSOR
1	Penngrove Improvements	Sonoma County TPW
2	Airport Blvd. Improvements	Sonoma County TPW
3	Rt. 121 and Rt. 116 - Arnold Dr. Improvements	Sonoma County TPW
4	Forestville Bypass	Sonoma County TPW
5	Old Redwood Highway Interchange	Petaluma
6	Hearn Ave. Interchange	Santa Rosa
7	Farmers Lane Extension	Santa Rosa
8	Mark West Springs Road Improvements	Sonoma County TPW
9	River Road Improvements	Sonoma County TPW
10	Fulton Road Improvements	Santa Rosa
11	Bodega Highway Improvements	Sonoma County TPW

Local Street Project: Highway 121/116 Intersection Improvements & Arnold Drive Improvements

Project Scope:

This project would remove a right turn lane and install a traffic signal or roundabout at the intersection of Highway 121 and 116. The project would relocate the park and ride lot, replace the Yellow Creek Bridge (if a traffic signal is installed), and widen the roadway to allow for turn lanes into and out of existing commercial uses. The capacity of the park and ride lot could be increased.

The Arnold Drive improvements would include adding a traffic signal at Madrone Road, roundabout at Agua Caliente Road, and shoulder widenings and center turn lanes at various locations. This project is both a congestion relief and safety project.



Additional Project Details:

There are two distinct elements to this project, the improvements at various locations along Arnold Drive (Phases 1, 2, 4, and 5), which will be constructed in phases, and the improvements at the intersection of 121/116 (Phase 3) which requires coordination with and Project Study Report (PSR – Scoping Document) approval from Caltrans. Phase 1 widened Arnold Drive in the vicinity of Glen Ellen Market. This widening included bike shoulders and striping. Phase 2 included replacing the existing stopped controlled intersection at Agua Caliente Road with a new roundabout. Phase 4 would widen shoulders on Arnold Drive between Country Club Drive and Loma Vista Drive. Phase 5 would replace the existing stopped intersection at Arnold Drive and Madrone Avenue with a signalized intersection or roundabout.

By cooperative agreement, responsibility for implementing Phase 3 has been delegated to the SCTA from the Sonoma County Transportation and Public Works Department. Since then, SCTA contracted with Caltrans to complete a Project Study Report/Project Development Support (PSR/PDS) document which was completed during FY12/13. Three alternatives were identified in the PSR/PDS for consideration in the environmental document: a roundabout with S-curve approaches, a roundabout with straight approaches and a signalized intersection. SCTA initiated the environmental phase in FY13/14.

Project Status / Schedule:

Phase 1 - project was constructed in FY 2011-12.

Phase 2 - construction was completed in 2013. Improvements included a single lane roundabout with pedestrian sidewalks, bike lanes, drainage facilities, lighting, signage and landscaping.

Phase 3 - The Project Study Report was completed September 2013 (http://www.sctainfo.org/pdf/measure_m/116-121-Intersection-Improvements.pdf). Current cost estimates for this project range between approximately $17.7 and $26.5 million. Work on the Project Report and Environmental Document have begun and are expected to be complete by summer of 2016. Approval of the Project Report and Environmental Document will allow the project to proceed into the design phase. Initial public outreach efforts will begin in November 2014.

Fiscal Year 2013-14 Appropriations and Disbursements:

Phase 2 - Agua Caliente Roundabout

In FY 2013-14 the County Transportation and Public Works Department expended a total of $650,000 on the construction of the roundabout at the intersection of Arnold Drive and Agua Caliente Road.

Phase 3 - Highway 121/116

In FY 2013-14, SCTA expended a total of $27,952 in Measure M-LSP funds for the Caltrans PSR needed for the improvements at the intersection of 121/116.

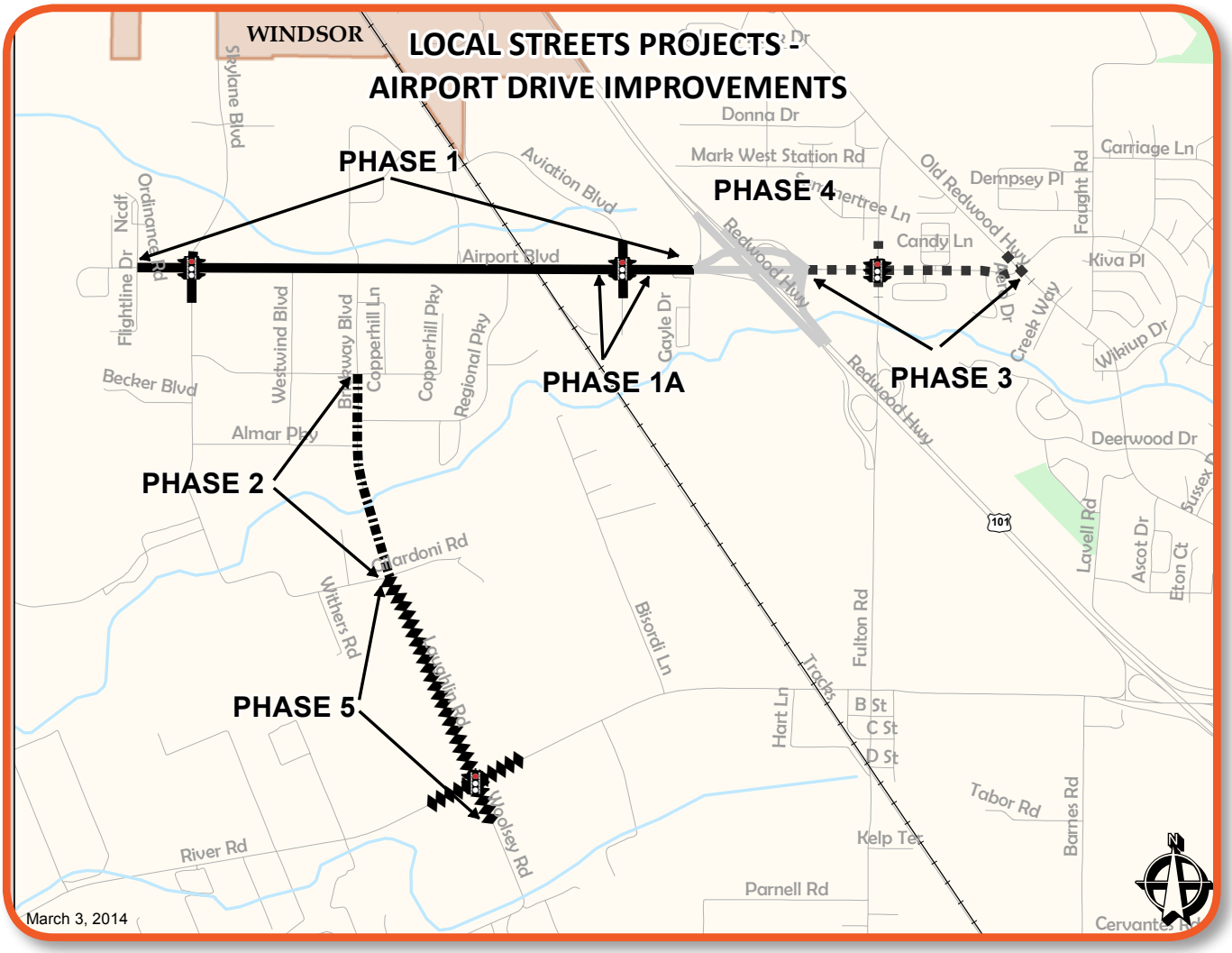
Local Street Projects: Airport Boulevard Improvements and Airport Boulevard Interchange

Project Scope:

This project will signalize and widen Airport Boulevard from Sonoma County Airport over Highway 101 to Old Redwood Highway. The project will also extend Brickway Boulevard from Laughlin Road to River Road as a congestion relief measure for the Airport Boulevard Interchange.

Additional Project Details:

The Airport Boulevard project will be constructed in five separate phases over the course of several years. Some of the phases have yet to be programmed as they are planned for years beyond what is contained in the current Strategic Plan.



Project Status / Schedule:

Phase 1A widened Airport Boulevard to accommodate additional lanes between Highway 101 and Aviation Boulevard. Traffic signals were installed at the intersection of Aviation Boulevard and Airport Boulevard. Phase 1A work is complete.

Phase 1 will widen Airport Boulevard between Ordinance Road and Aviation Boulevard. Design work is expected to commence in 2014 with construction expected in 2016.

Phase 2 includes the construction of a new road and bridge across Mark West Creek from Brickway Boulevard to Laughlin Road. Funding for preliminary engineering and environmental phases has been identified and design work is underway. Construction is estimated to begin in 2016.

Phase 3 is the widening of Airport Boulevard between Old Redwood Highway and Highway 101 including the addition of traffic signals at the intersection of Fulton Road and Highway 101. Construction was completed in April 2013.

Phase 4 is the construction of a new Airport Boulevard Interchange project. This project was combined with the Highway 101 Project #2 – North Phase B project. The project will replace the existing Airport Boulevard Overcrossing with a new five lane bridge including a sidewalk and bike lanes. The project was environmentally cleared through a revalidation of the Environmental Assessment/Final Environmental Impact Report that was completed for the Highway 101 Project in October 2007. The project started construction in Spring 2013 with completion planned at the end of 2014. See the Highway 101 Project #2 – North Phase B information sheet for more information on the interchange project.

Phase 4a is Landscaping for Airport Boulevard Overcrossing and Interchange at Highway 101. This project began the consultant selection process in summer 2014 and is scheduled to have a completed design by early 2016. Construction is estimated to begin in 2016.

Phase 5 extends Laughlin Road from River Road to Brickway Boulevard. Funding for preliminary engineering and environmental phases has been identified and initial design work has started. Construction is estimated to begin in 2016, dependent upon securing funding.

Fiscal Year 2013-14 Expenditures:

In FY 2013-14 SCTA disbursed $15,157 for design of Airport Blvd Phase 4A, which was less that 3% of the FY 2013/14 allocation. SCTA expended a total of $3,691,346 in Measure M - LSP funds for construction capital on the Airport Phase IV - North-B project by cooperative agreement with the County. See the Highway 101 - North-B project for additional financial information.

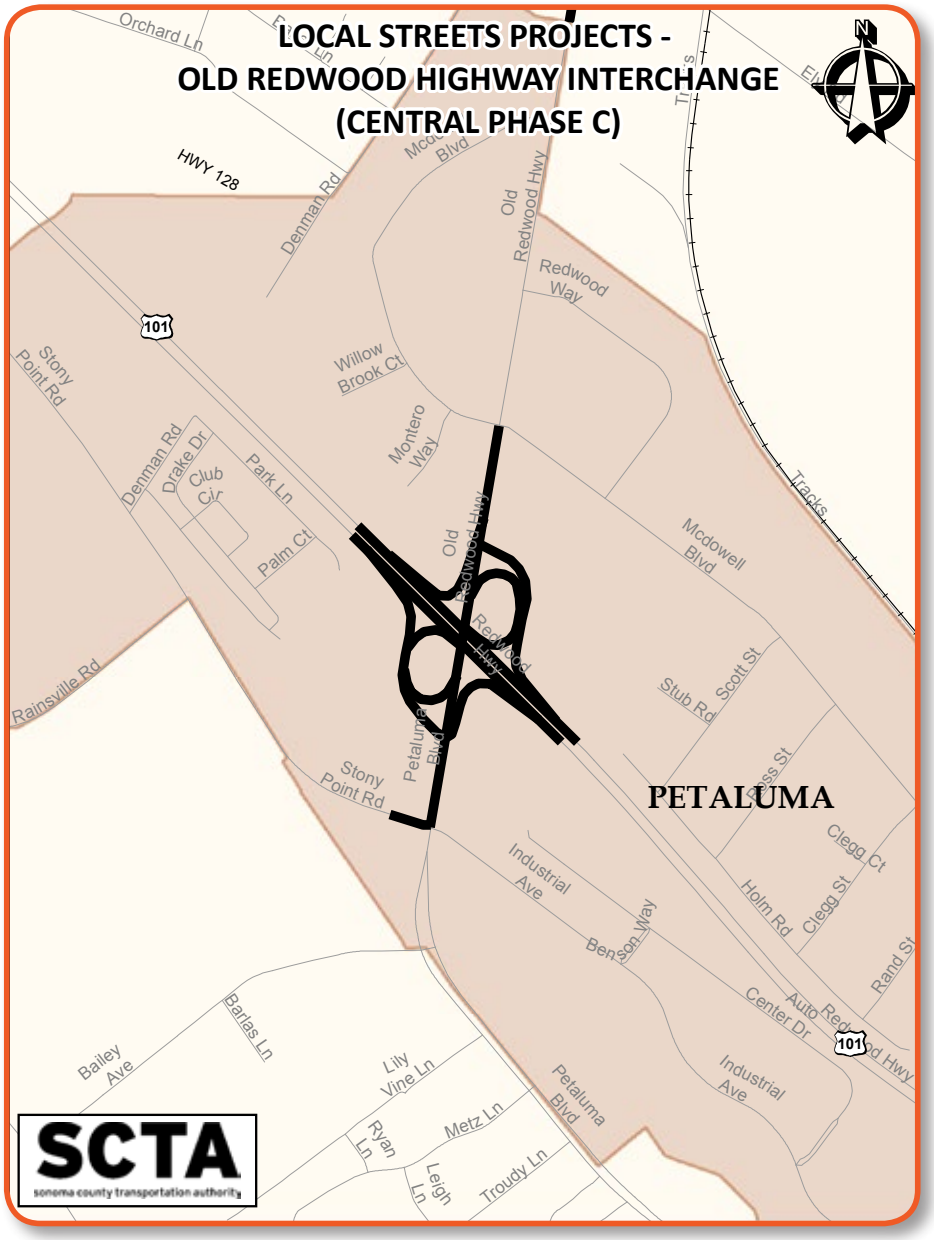
Local Street Projects: Old Redwood Highway Interchange with Highway 101

Project Scope:

This project will replace the existing Old Redwood Highway Overcrossing with a new four lane bridge with bicycle lanes and sidewalks on both sides.

Additional Project Details:

The replacement overcrossing will be elevated approximately 5' to meet vertical clearance height requirements and to meet current design standards. The on and off ramps will be realigned and widened to include High Occupancy Vehicle (HOV) bypass lanes, California Highway Patrol (CHP) enforcement areas, and ramp metering.



Project Status / Schedule:

SCTA and the City of Petaluma have reached an agreement to combine the overcrossing replacement with the Central Highway 101 HOV Lane Project (Phase C). The Final Environmental Impact Report for the Central Highway 101 HOV Lane project was re-validated in May 2010 to include the overcrossing replacement. The construction contract was awarded on February 12, 2013. Construction started in spring 2013 and is expected to be completed in 2015. . See the Highway 101 Project #3 – Central Phase C information sheet for more information on the interchange project.

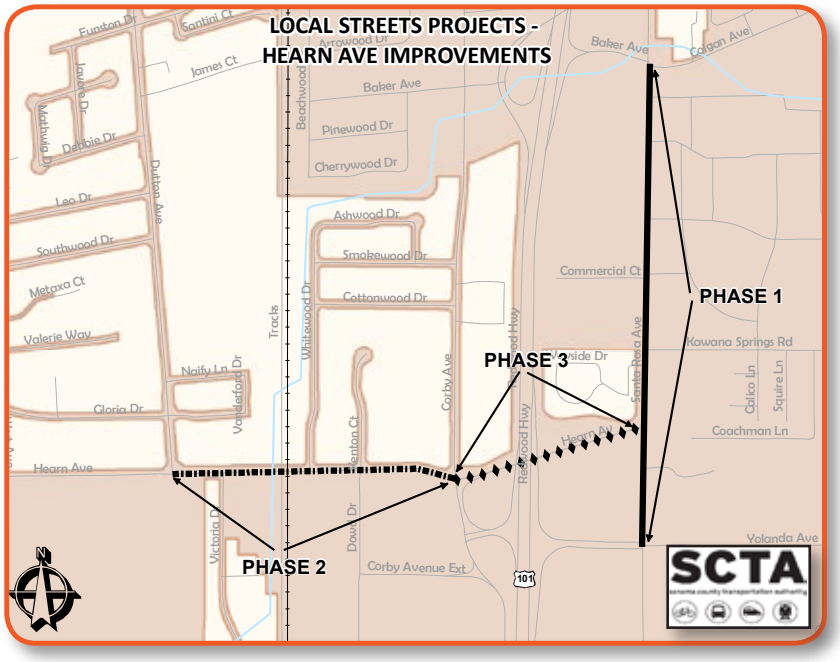
Fiscal Year 2013-14 Expenditures:

In FY 2013-14, SCTA expended $5,045,590 in Measure M - LSP funds for construction capital and support by cooperative agreement with the City of Petaluma. See the Highway 101 – Central C project for additional financial information.

Local Street Projects:
Hearn Avenue Interchange Modifications

Project Scope:

This project would widen the Hearn Avenue Bridge and add turn lanes, widen the Santa Rosa Avenue approaches to the Hearn Interchange, and realign the ramps on the west side of the interchange.



Additional Project Details:

The purpose of this project is to relieve traffic congestion and regional traffic operations, including multimodal access, connectivity, and operations adjacent to the Highway 101 and Hearn Avenue intersection. There are three phases, which will all be constructed separately. Phase I adds turn lanes, bike lanes, sidewalks and widens the Santa Rosa Avenue approach to the Hearn Avenue Interchange. Phase I includes traffic signal coordination, ADA accessible curb ramps, and audible pedestrian signals. Phase II widens Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue and adds bike lanes and shoulders. Phase III completes the project by widening/reconstructing the Hearn Avenue Overcrossing and reconfiguring the ramps. Bicycle and pedestrian needs are addressed with the widening by adding bike lanes and sidewalks on the new Overcrossing. Phase III requires Caltrans coordination, including a Project Study Report (PSR).

Project Status / Schedule:

Phase 1: The widening of Santa Rosa Avenue between Yolanda Avenue and Kawana Springs Road was partially completed in FY 2013-14. The remainder of the work will be completed in FY 2014-15.

Phase 2: The widening of Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue is complete.

Phase 3: Caltrans approval of the PSR was completed in FY 2012-13. The City released a Request for Proposals (RFP) and conducted interviews to select a consultant firm to perform preliminary engineering and to prepare an environmental document in FY 2013-14.

Fiscal Year 2013-14 Appropriations and Disbursements:

Santa Rosa expended $394,957 of their beginning appropriation balance of $530,640 in FY 2013-14. Santa Rosa carries forward a balance of $135,653 for future years' expenditures.

Local Steet Projects: Forestville Bypass

Project Scope:

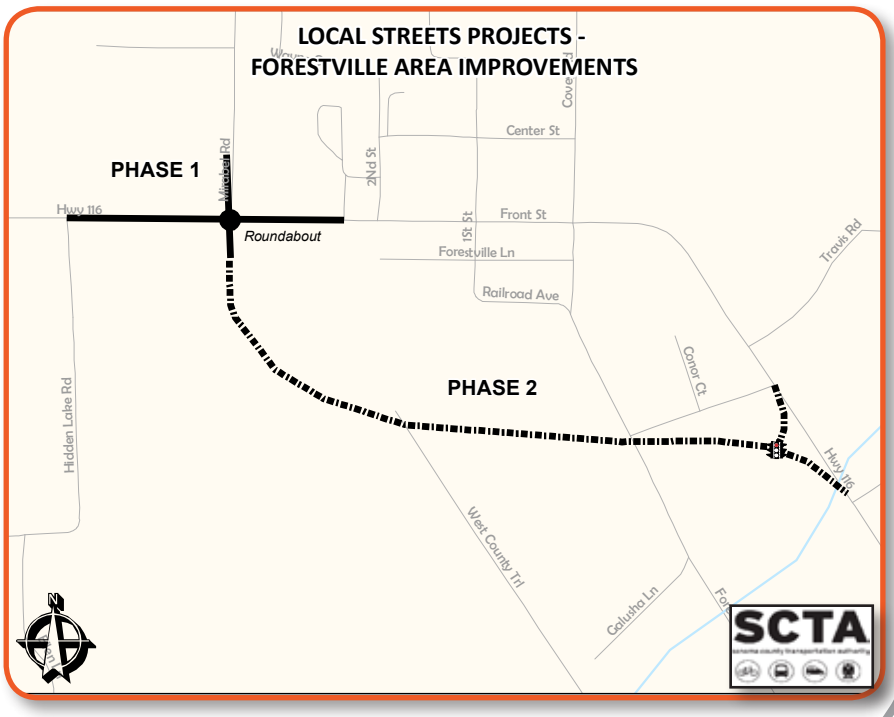
The project would realign an "S" curve on Highway 116 and construct channelization widening and signalization or roundabouts at the intersections of Highway 116/Packing House and Highway 116/Mirabel Road. The project would relieve congestion through downtown Forestville and improve safety.

Additional Project Details:

This project has two phases which will be constructed separately. Phase 1 constructs a roundabout at the intersection of Highway 116 and Mirabel Road. Phase 2 proposes to re-align Route 116 by constructing a bypass of downtown Forestville from the intersection of Highway 116 and Mirabel to Highway 116 south of Packing House Road. This project will remove gravel quarry truck traffic from the main street of Forestville including the Forestville Elementary School frontage. As part of this project, a signal or second roundabout would be installed on Highway 116 south of the elementary school connecting to the realigned portion of the highway to the existing Highway 116. Environmental compliance, design, and construction for each phase will be achieved separately.

Project Status / Schedule

The County is finalizing the environmental document and final design plans of the Phase 1 roundabout at Route 116 and Mirabel Road as part of a combination Project Study Report/Project Report with Caltrans as the oversight agency. The document was completed in the end of 2013, however litigation delayed progression to the next phase (right-of-way which is scheduled to begin as soon as environmental compliance is certified). Construction of Phase 1 is expected to occur following right-of-way acquisition, which is currently scheduled to begin in January 2015. The County is seeking funding opportunities for the Phase 2 Bypass.



Fiscal Year 2013-14 Appropriations and Disbursements:

There were no appropriations or disbursements made for project in FY 2013-14. The County plans to appropriate its funding for this project for the construction of the Phase 1 roundabout at Route 116 and Mirabel Road.

3 Bicycle and Pedestrian Projects Program (4%)

Measure M contributes 4 percent of its revenue to the Bicycle and Pedestrian Projects program. Net funding in the account began with a balance of $1,184,987. Revenue to the program totaled $850,519 consisting of $841,765 in sales tax and $8,754 in interest. Expenditures totaled $103,708, while adjustments totaled -$109,883, leaving an ending balance of $1,821,916.

The following table summarizes FY 2013-14 Bike / Ped Project program appropriations and expenditures:

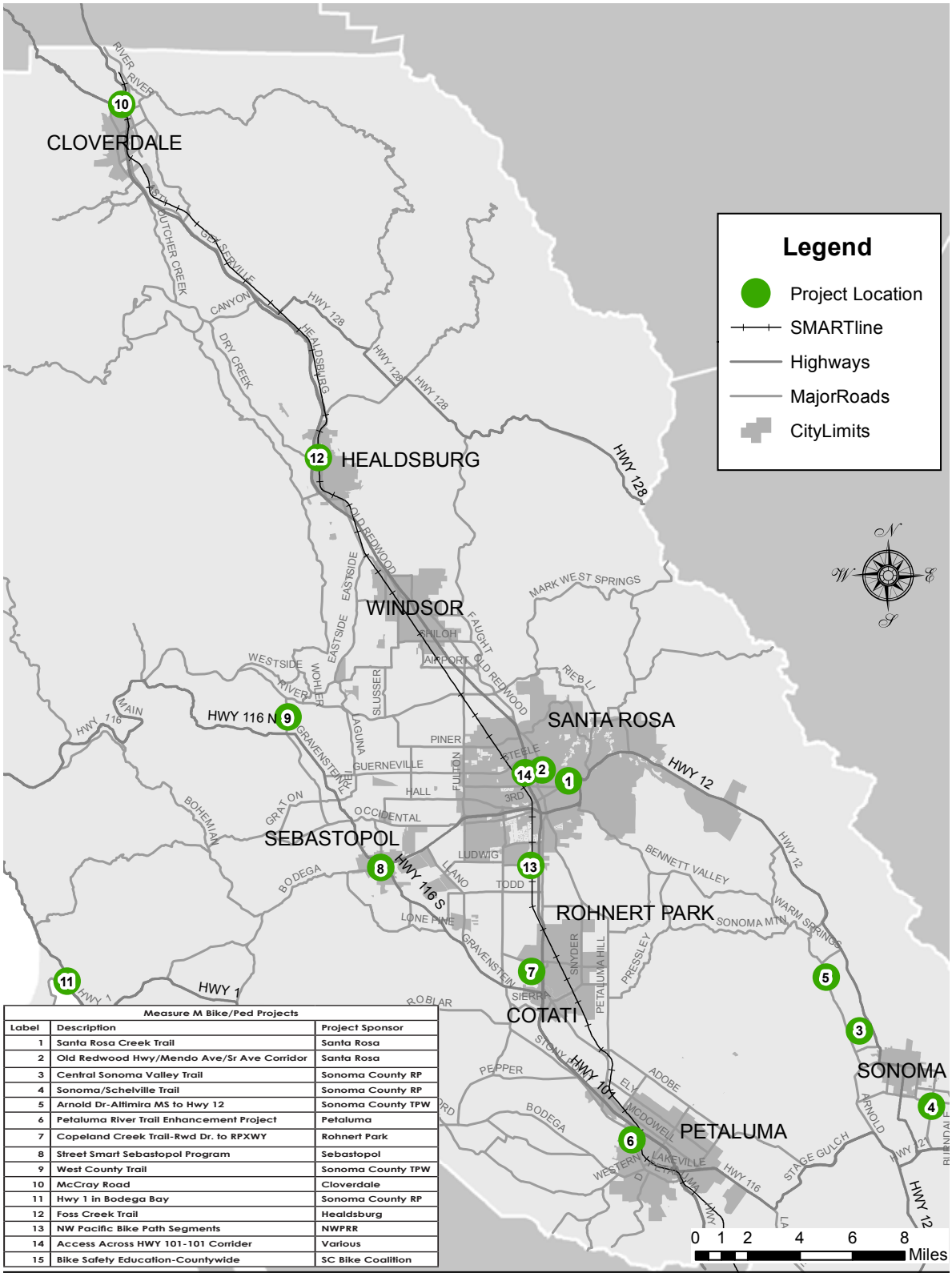
Table 6 – Bike/Ped Projects Program Reporting Fiscal Year 2013-14

Project Name	Beginning Appropriation Balance	FY 13-14 Appropriation	FY 13-14 Expenditures	Ending Appropriation Balance
Access Across 101	$159,056	$0	$29,746	$129,309
NWPRR Trail	$0	$0	$0	$0
Petaluma River Trail	$0	$0	$0	$0
Safety and Education	$19,480	$70,000	$68,862	$20,618
Santa Rosa Creek Trail	$213,029	$161,971	$0	$375,000
Sonoma/ Schellville Trail	$57,263	$0	$5,080	$52,183
Totals	**$448,828**	**$231,971**	**$103,688**	**$577,110**

Note: Bicycle-Pedestrian program expenditures include $20 in shared audit expenditures.

The following exhibits describe the status of the six Bike/Ped projects receiving either an appropriation or a disbursement during FY2013-14:

Bicycle and Pedestrian Projects



Measure M Bike/Ped Projects		
Label	Description	Project Sponsor
1	Santa Rosa Creek Trail	Santa Rosa
2	Old Redwood Hwy/Mendo Ave/Sr Ave Corridor	Santa Rosa
3	Central Sonoma Valley Trail	Sonoma County RP
4	Sonoma/Schelville Trail	Sonoma County RP
5	Arnold Dr-Altimira MS to Hwy 12	Sonoma County TPW
6	Petaluma River Trail Enhancement Project	Petaluma
7	Copeland Creek Trail-Rwd Dr. to RPXWY	Rohnert Park
8	Street Smart Sebastopol Program	Sebastopol
9	West County Trail	Sonoma County TPW
10	McCray Road	Cloverdale
11	Hwy 1 in Bodega Bay	Sonoma County RP
12	Foss Creek Trail	Healdsburg
13	NW Pacific Bike Path Segments	NWPRR
14	Access Across HWY 101-101 Corrider	Various
15	Bike Safety Education-Countywide	SC Bike Coalition

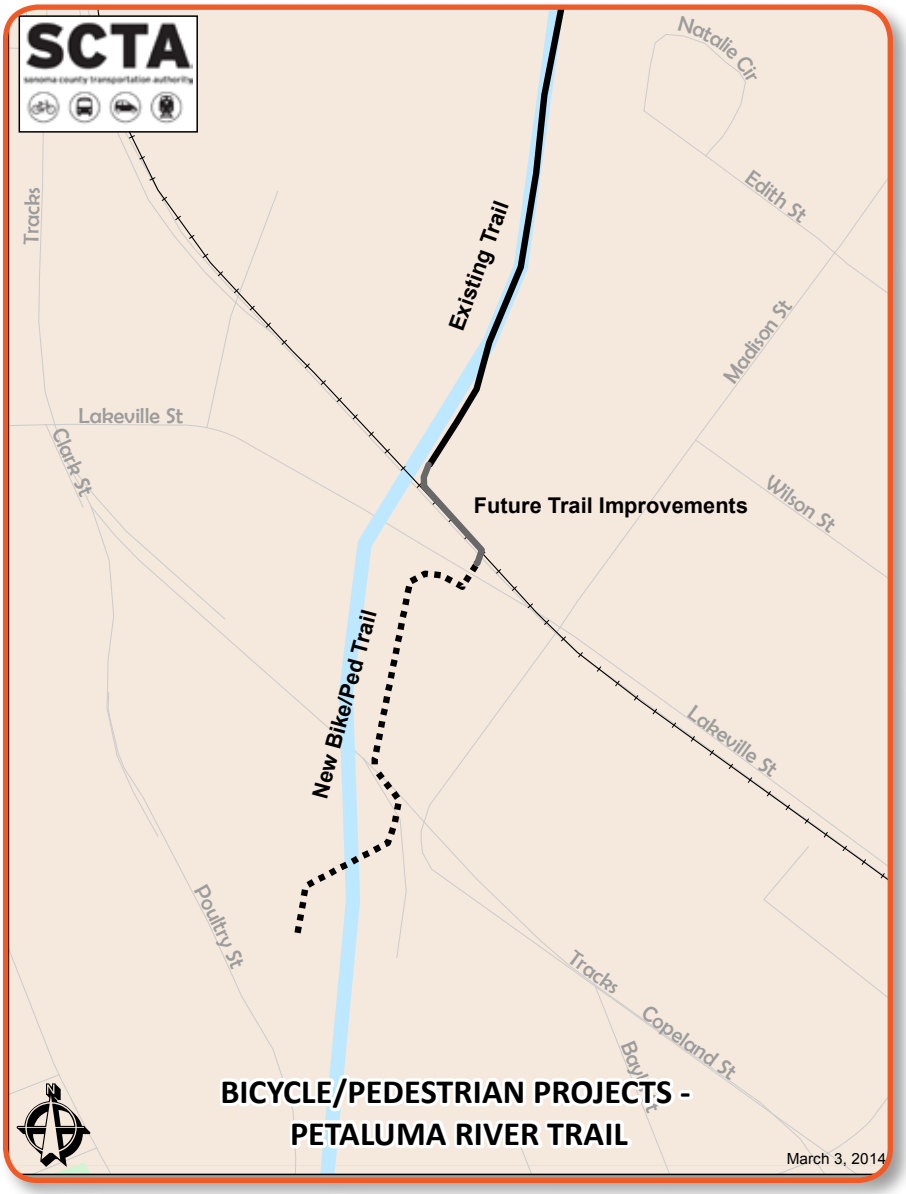
Bicycle & Pedestrian Projects: Petaluma River Trail

Project Scope:

Create a bicycle and pedestrian pathway along the Petaluma River connecting the east side of town to new shopping, new housing and theater district downtown.

Additional Project Details:

The Petaluma River Trail will be a Class I multi-use pathway from the eastside urban limits to the Historic Downtown Area utilizing the creek and river's natural corridors, including approximately 2 miles along the Petaluma River. This project carries out a portion of the Petaluma River access and Enhancement Plan approved by City Council in 2000. This project is to be constructed in phases, with Measure M funding being applied to Phase III only. Phase III completed the Petaluma River Trail from Lakeville Street to Water Street. An ADA accessible, prefabricated bike and pedestrian bridge provides a river crossing near Copeland Street.



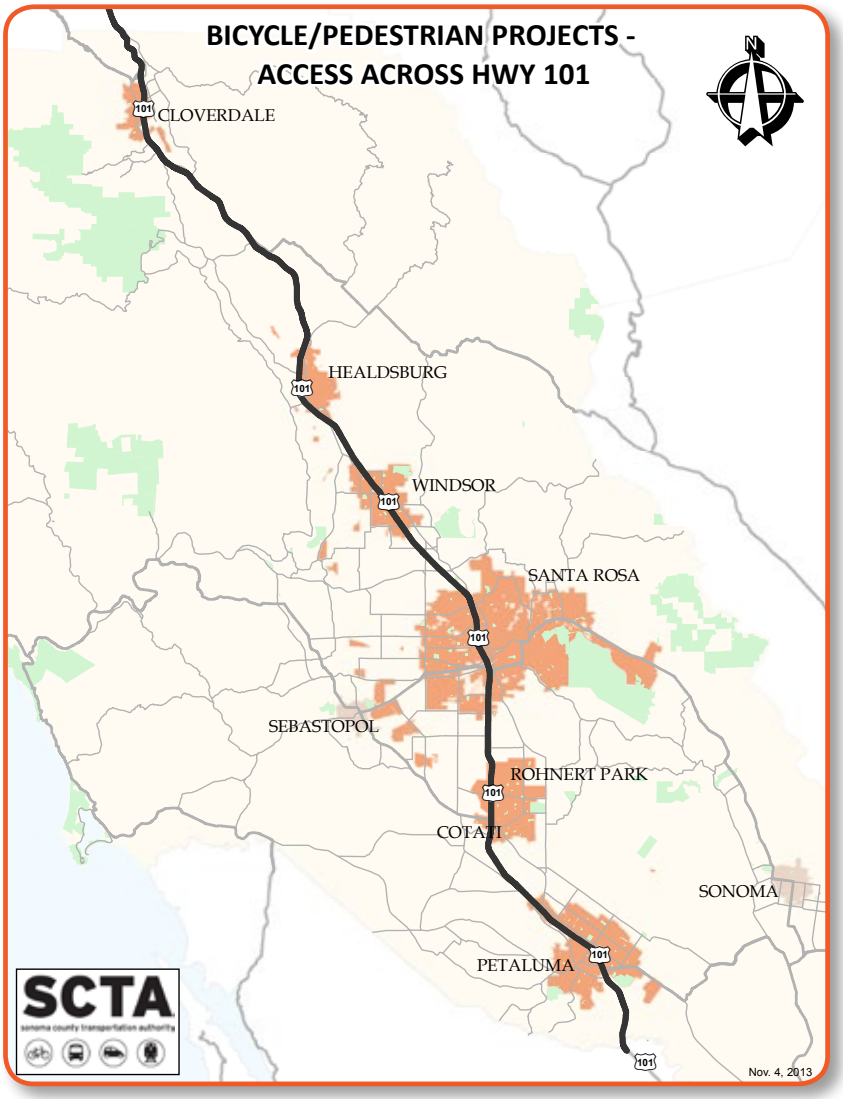
Project Status / Schedule:

The City of Petaluma completed Phase III construction during FY 2013-14.

Fiscal Year 2012-13 Appropriations and Disbursements:

Petaluma is not programmed to receive further funding until 2014-15, however, the City requested and was granted authorization for advanced funding for programming in 2014-15. Petaluma submitted progress payment vouchers for $670,009 in 2013-14.

Bicycle & Pedestrian Projects: Access Across 101 (Santa Rosa)



Project Scope:

Identify key east-west access points across Highway 101. This funding will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed $250,000 per jurisdiction.

Additional Project Details:

This project category is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. The only sponsor to request an appropriation to date is the City of Santa Rosa. Santa Rosa had $250,000 in Measure M programming for a feasibility study and a Project Initiation Document (PID) for a Class I multi-use ADA accessible crossing over Highway 101 in the vicinity of Santa Rosa Junior College.

Project Status / Schedule

The City of Santa Rosa completed a feasibility study for a bicycle and pedestrian overcrossing over Highway 101. The purpose of the study was to evaluate the need of access across 101 and to identify a preferred location/alignment of such an overcrossing. The draft study has been completed and approved by the city council.

The City has entered into a cooperative agreement for a project initiation document with the California Department of Transportation in order to develop a project within Caltrans' right of way. Santa Rosa hired a consultant to prepare the project initiation document and begin geometric design drawings. Potential bridge alignments have been refined and impacted stakeholders and potential right-of-way needs have been identified.

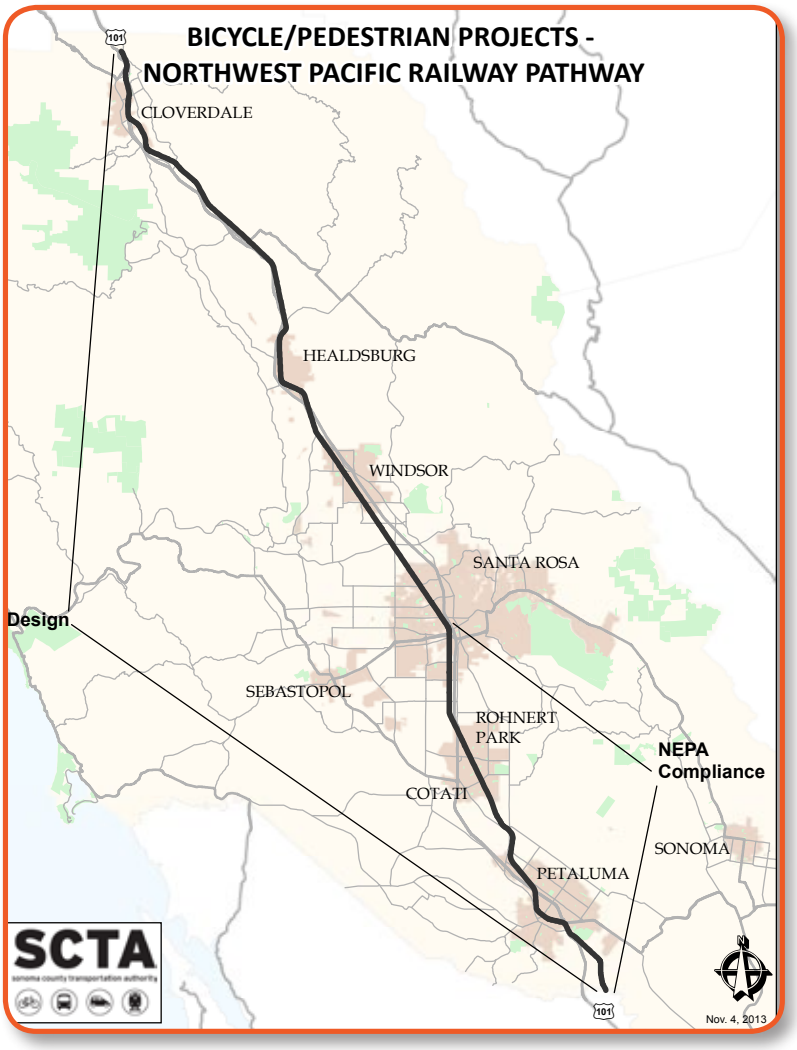
Fiscal Year 2013-14 Appropriations and Disbursements

The City carried forward a balance of $159,056 from the previous fiscal year. Santa Rosa received $37,315 in reimbursements for work completed and carries forward a balance of $121,741 for future expenditures.

Bicycle & Pedestrian Projects: Northwestern Pacific Railroad Bike Trail

Project Scope:

Work with SMART [Sonoma Marin Area Rail Transit] to build a north-south bike path parallel to the Northwestern Pacific railroad track throughout Sonoma County.



Additional Project Details:

SMART will complete National Environmental Policy Act (NEPA) compliance documentation for the entire Sonoma County portion of the project ($350,000). SMART will also complete 100% design ($650,000) for the remainder of the initial operating segment (IOS) within Sonoma County (Petaluma River to Railroad Square in Santa Rosa). The bike path from Novato to the south side of the Petaluma River is included in Phase 1 of the Highway 101 Marin Sonoma Narrows (MSN) project. SMART's actions on environmental clearance and design will prepare the remainder of the IOS bike path for construction by various other agencies.

Project Status / Schedule

SMART will use the entire $1 million for NEPA compliance and design of the IOS. SMART applied for advance funding to initiate Environmental and Design before FY 2014-15 when the funds are programmed.

State environmental compliance was completed prior to federal compliance with the National Environmental Policy Act (NEPA). SMART will be using Measure M to complete NEPA compliance documentation.

Fiscal Year 2013-14 Appropriations and Disbursements

SMART is not programmed to receive funding until FY 2014-15 for the NWPRR trail; however, the Rail District submitted a request and was granted authorization for advanced spending. SMART submitted progress payment vouchers during FY2013-14. Reimbursements for any future progress payment vouchers will be paid once an appropriation is made in the fiscal year in which their funding is programmed.

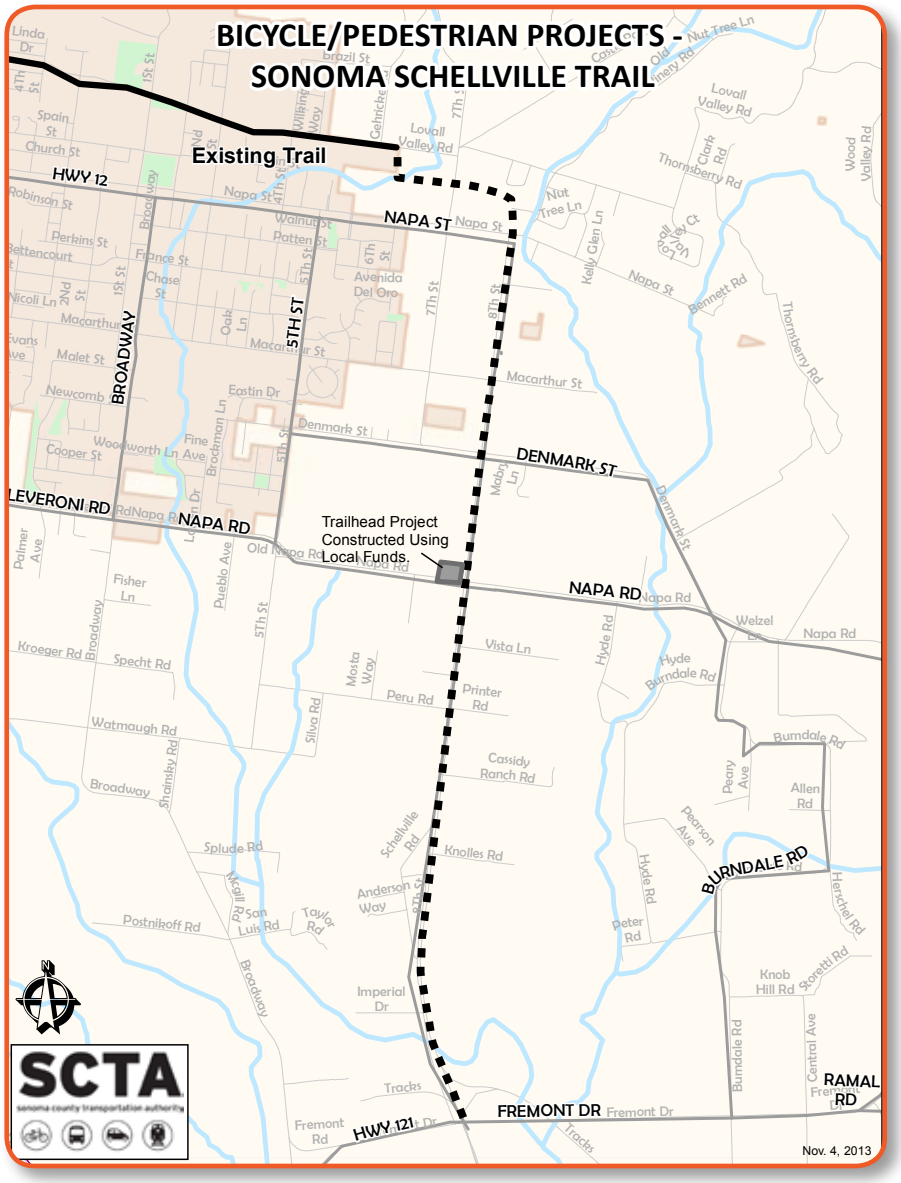
Bicycle & Pedestrian Projects: Sonoma Schellville Bike Trail

Project Scope:

A new Class I bike path would connect Highway 121 to an existing City of Sonoma Class I path through town.

Additional Project Details:

This project will develop a four mile, Class I bikeway that follows the former Northwestern Pacific Railroad right-of-way, which partially parallels 8th Street East. The proposed trail starts at the 8th Street intersection of Highway 121 and ends at the city limits of Sonoma. The proposed trail will also serve as a link to the Bay Trail, which is a high priority project for the Association of Bay Area Governments.



Project Status

Regional Parks completed construction of a trailhead at the southwest corner of East Napa Street and Eighth Street East in February 2014. While no Measure M funds were used to complete this trailhead, it will benefit the project as access to the future pathway. The next step is to complete the right-of-way needed for the project. The construction work will include grading, drainage, asphalt paving, gravel shoulders, striping, signage, and bollards.

Fiscal Year 2013-14 Appropriations and Disbursements:

Regional Parks carried forward a balance of $57,263 in unexpended funds from their prior fiscal year's appropriation. $5,080 was expended for right-of-way in FY 2013-14. The Parks Department carries forward an appropriation balance of $52,182 for future years' expenditures.

Bicycle & Pedestrian Projects: Santa Rosa Creek Trail

Project Scope:

Close gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create an east-west connection through central Santa Rosa.

Additional Project Details:

This project creates new trail and connects to the existing a Class 1 multi-use path along Sana Rosa Creek. While some locations have already been constructed, the first two sections to be funded with Measure M money are located from Streamside Drive to Mission Circle (Phase 1) and from Dutton Avenue to Santa Rosa Creek (Phase 2). Additional sections of creek trail may be identified and constructed in the future.

Project Status

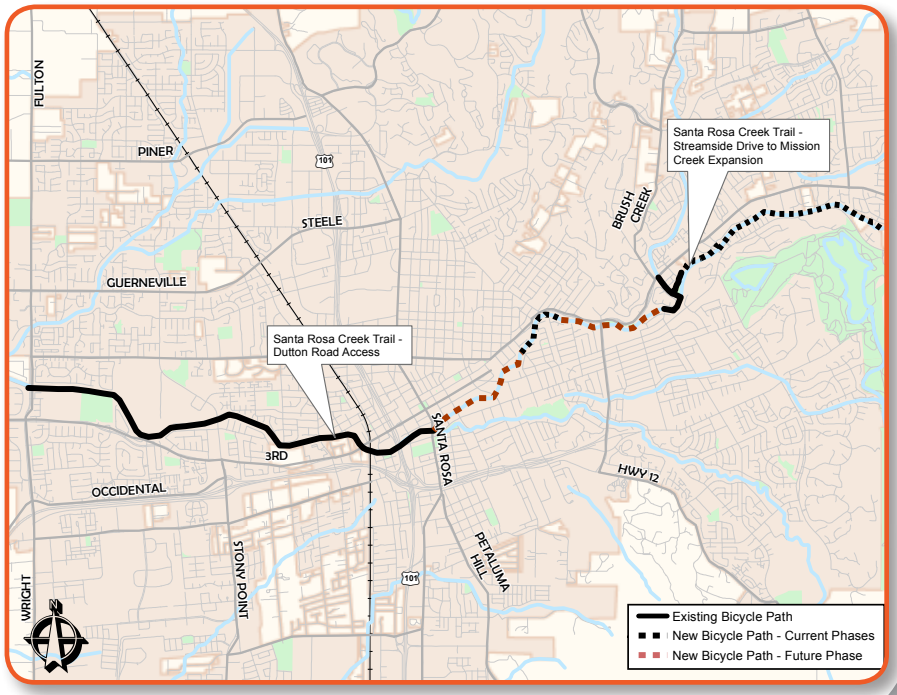
Phase 1: Developmental phases environmental, design, right of way were completed in a previous fiscal year, and construction was completed for the Streamside to Mission Avenue path in 2014.

Phase 2: all developmental phases for Dutton Avenue access path (environmental, design and construction) were completed in previous fiscal years.

Fiscal Year 2013-14 Appropriations and Disbursements:

Phase 1: The City of Santa Rosa requested an appropriation for construction in the amount of $162,000 for Phase 1. The City also requested the transfer of funds in the amount of $213,000 from an open appropriation for Phase 2 back to Phase 1. The funds were appropriated as follows: $10,000 for Environmental, $128,000 for Design, and $75,000 for Right-of-Way expenditures. No invoicing occurred in fiscal year 2013-14, thus the City will roll over $375,000 for invoicing in FY2014-15.

Phase 2: The City had $213,029.19 available from a prior year's appropriation for Phase 2 (Construction). Construction of Phase 2 was completed in November of 2013. As such, the City requested to transfer funds in the amount of $213,000 to Phase 1, remitting the remaining $29.19 back to the Bike and Pedestrian Program account for future use.



Bicycle Safety and Education

Project Scope:

Implement bicycle safety programs focused on educating the public and, in particular, school children.

Additional Project Details:

There are two project sponsors implementing three phases of the Bike Safety and Education Project. The Sonoma County Bicycle Coalition (SCBC) is implementing two phases of this project: Safe Routes to Schools and Bike Month. Safe Routes to Schools creates activities and materials to educate and promote safety through Education, Encouragement, Enforcement, Engineering and Evaluation (Five E's). The Bike Month (AKA Bike to Work) is designed to encourage commuters to try bicycling to work, school or errands during the month of May and also to increase the public's awareness and respect for bicyclists.

The Sonoma County Department of Health Services (DHS) is implementing the third phase of this project, which is also a Safe Routes to Schools phase. DHS is responsible for the Countywide Safe Routes to Schools program and uses the Measure M funds to supplement that effort.

Project Status / Schedule:

SCBC works in coordination with DHS to implement the Countywide Safe Routes to Schools Program. DHS has also received a federal grant that they use to implement the program. Measure M funds are used by DHS as match for the federal grant funding. Due to federal rules, some activities and items are not eligible for federal reimbursement. SCBC uses the Measure M funds for those activities that are ineligible for federal reimbursement but are important to implementing the Countywide Safe Routes to Schools program. The Countywide program does outreach to schools within Sonoma County in order to increase participation and encourage schools to start their own Safety and Education programs with a goal of increasing walking and bicycle ridership to and from schools and promote healthy and active lifestyles.

The funds for the Bike to Work (BTW) phase are used to increase participation in Bike to Work Day and Bike Month activities and to produce advertisements and promotional material to encourage biking within Sonoma County.

Fiscal Year 2013.14 Appropriations and Disbursements:

SCBC had $14,306 in carry over funding from the prior year's appropriations for Safe Routes to School. SCTA appropriated a total of $19,000 to fund the Safe Routes to Schools phase in FY13-14 . The SCTA disbursed $21,980 to the Coalition for SRTS. SCBC carries forward a balance of $10,596 for future years' expenditures on SRTS.

SCBC also had $4,305 in carry over funding from the prior years appropriations for Bike to Work. The SCTA appropriated a total of $15,000 to fund the BTW phase in FY13-14. The SCTA disbursed $18,663 to the Coalition for BTW. SCBC carries forward a balance of $642 for future years' expenditures on BTW.

The SCTA appropriated $36,000 to the Sonoma County Department of Health Services to fund their SRTS phase in FY13-14. The SCTA disbursed $27,832 to DHS. The County carries forward a balance of $8,168 for future years' expenditures.

4 PASSENGER RAIL PROGRAM (5%)

Installation of SMART Construction Signs

Measure M contributes 5 percent of its revenue to the Passenger Rail Program. Net funding in the account began with a balance of $3,755,306. Revenue to the program totaled $3,869,471 consisting of $1,052,207 in sales tax, $17,264 in interest, and a $2,800,000 inter-program loan from LSP. Expenditures totaled $5,360,705, while adjustments totaled -$1,425,155, leaving an ending balance of $838,917.

FY 2010-11's sale of revenue bonds and this year's inter-program loan allowed the program to accelerate construction. The Passenger Rail Program maintains a total debt reserve fund of $630,000. SMART had a carry forward balance of $656,427 from previous year's appropriation for construction activities. SMART appropriated $4,340,000 in FY 2013-14. SMART was reimbursed $4,996,427 on final engineering and the construction of the Initial Operating Segment (IOS), leaving an ending appropriation balance of $0.

The following table summarizes FY 2012-13 Passenger Rail Program appropriations and expenditures:

Table 7 – Passenger Rail Project Program Reporting Fiscal Year 2013.14

Project Name	Beginning Appropriation Balance	FY 13-14 Appropriation	FY 13-14 Expenditures	Ending Appropriation Balance
SMART	$656,427	$4,340,000	$4,996,427	$0

Note: SMART expenditures include $24 in shared audit expenditures $91,250 in bond principal payments, $272,316 in bond interest, and $687.50 in bond reporting expenses.

Sonoma Marin Area Rail Transit

Project Scope:

The Sonoma Marin Area Rail Transit (SMART) project is to provide passenger train service to Sonoma and Marin County residents along the Northwestern Pacific (NWP) rail corridor that lies next to Highway 101.

Additional Project Details:

SMART passenger train service will provide an attractive, high quality transportation alternative for thousands of commuters traveling within and between Sonoma and Marin counties as well as commuting to San Francisco. Since over half of all traffic entering Marin County from the north on Highway 101 is destined for Marin County, providing rail service to San Rafael will make a significant contribution to relieving congestion on Highway 101. SMART will also provide rail service to the existing ferry terminal at Larkspur Landing enabling commuters to transfer to a San Francisco bound ferry.

Project Status / Schedule:

Measure M funding provides only a portion of the overall funding needed to initiate passenger rail service. Additional funding was secured by ballot measure in 2009 providing a secure funding source for SMART, and allowing a schedule to be developed. The Sonoma Marin Area Rail Transit district (SMART) uses Measure M funding to develop station sites, improve rail crossings on local roads, and final engineering. SMART received approximately $6.8M in bond proceeds from the sale of 2011 Series bonds. A design/build contract commenced for the Initial Operating Segment (IOS) from downtown San Rafael to Railroad Square in Santa Rosa. Measure M funds are only used for expenditures from the Marin/Sonoma County line north to Santa Rosa. SMART anticipates phasing service, with the first phase of passenger rail operations commencing in 2016.

The SMART District completed nearly 85% of civil track reconstruction in Sonoma County during FY13-14 under a design/build contract.

Fiscal Year 2013-14 Appropriations and Disbursements:

SMART had $656,427 in carry over from the prior year's appropriations for the Rail program in construction. The SCTA disbursed $656,427 to SMART for construction activities this year. SMART has fully expended this appropriation.

SMART had an additional appropriation in FY13-14 for Design activities in the amount of $4,340,000. SMART was reimbursed the entire amount for the completion of Plans Specifications and Estimates. There are no funds in this appropriation to carry forward.