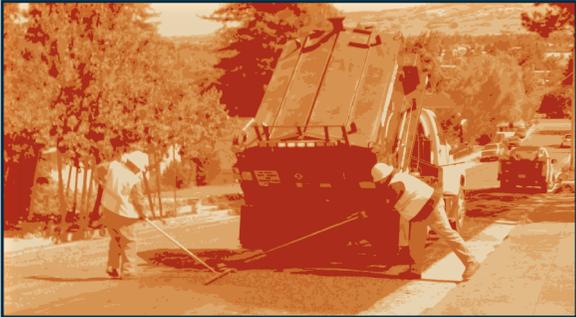


# Measure M Annual Report to the Public



**Fiscal Year 2007-2008**



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Special thanks go to the Technical Advisory Committee  
and the Citizens Advisory Committee for their input and expertise





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# I.

## EXECUTIVE SUMMARY

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

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. This funding shows significant benefits, as local jurisdictions have purchased equipment, increased spending on local road maintenance projects that have improved the quality of roads, sidewalks, and bike lanes, and used Measure M to match other sources of funds for larger improvement projects. Transit operators are meeting needs by maintaining paratransit and expanding local bus transit operations. The Sonoma Marin Area Rail Transit (SMART) District continues to work towards the completing the initial steps necessary to bring passenger rail to Sonoma County.

The SCTA successfully bonded against future sales tax revenue to help advance the Highway 101 program. These funds will provide the capital for immediate spending which will be used to deliver three of the Highway 101 projects and keep all projects on schedule and within spending guidelines of the Measure M Expenditure Plan. Measure M continues to fund project development efforts on four major Highway 101 projects in Sonoma County.

Local jurisdictions have also used Measure M to help fund various phases of local street and bicycle/pedestrian projects identified in the Expenditure Plan. Funding spent on construction this year in the Bicycle and Pedestrian Program helped to deliver a footbridge that will ultimately

link trails around Bodega Bay. In the Local Streets Projects program most projects are still working towards environmental compliance and design, although M funds have contributed to construction improvements as well. Moving forward with these activities will help create other funding opportunities as sponsor's work towards finalizing funding plans.

Overall, Measure M has been a key component of a transportation strategy that is leading to better quality and safer roads; reduced congestion; and increased transit, bike, and pedestrian opportunities which together helps to address climate protection concerns.



## II.

### ADMINISTRATIVE SUMMARY

The fiscal year ending 2008 represented the third full year of revenue from the Traffic Relief Act for Sonoma County. Year 2008 also marked the first year of SCTA's first revision to its guiding policy and programming document, the 2007 Measure M Strategic Plan, which was adopted by the Board in September 2007. In early 2008, SCTA bonded against future revenue to advance Highway 101 projects. Administratively, two bond accounts were established to track related costs and expenditures. SCTA also implemented improved reporting procedures, which assisted in the development of the Annual Report.

## III.

### REVENUE & DISBURSEMENTS

Actual sales tax revenue for fiscal year 2008 totaled \$18,955,863. Compared to fiscal year 2007, sales tax revenue was down by 4.3 percent. The 2007 Strategic Plan projected FY 2008 sales tax revenue at \$19,134,412. Although actual sales tax revenues were 0.93 percent lower than projected, all programs had positive year end balances. Disbursements for apportionment programs were adjusted to match actual receipts, and expenditures for all project programs have been lower than expected. Overall, all programs had ending balances higher than projected in the 2007 Strategic Plan.

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, 2008:

Table 1 – Measure M Financials  
Fiscal Year 2007–08

Apportionment Programs	Beginning Balance	Revenue & Adjustments*	FY 07-08 Disbursements	Ending Balance
20% Local Street Rehabilitation (LSR)	\$639,190	\$3,829,830	\$3,964,352	\$504,668
10% Local Bus Transit (LBT)	\$213,726	\$1,892,047	\$1,897,123	\$208,650
1% Administration	\$80,646	\$180,193	\$190,030	\$70,809
<b>Project Programs</b>				
40% Highway 101 Projects	\$9,883,136	\$59,358,707	\$6,152,136	\$63,089,708
20% Local Street Projects (LSP)	\$7,371,758	\$4,305,020	\$554,694	\$11,122,085
4% Bike/Ped Projects	\$816,190	\$768,325	\$238,173	\$1,346,342
5% Passenger Rail (SMART)	\$1,265,722	\$1,014,495	\$75,972	\$2,204,246
<b>Total Measure M</b>	<b>\$20,270,369</b>	<b>\$71,348,617</b>	<b>\$13,077,661</b>	<b>\$78,546,507</b>

\*Revenue & Adjustments Include \$18,955,863 in new sales tax revenue, \$1,767,945 in interest, \$50,591,657 in net bond revenues, and \$33,332 in adjustments. Adjustments include fiscal year end receivables and payables for both revenue and expenditures.

# IV.

## 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 fix potholes, maintain streets and keep traffic moving. In Fiscal Year 2008, the SCTA distributed \$3,964,351 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 07-08

LSR Jurisdiction	Unspent Prior Allocations	FY 07/08 Allocations	Interest Reported	Available in FY 07-08	Expended in FY 07-08	Rollover to FY 08-09
County	\$0	\$1,837,740	\$0	\$1,837,740	\$1,837,740	\$0
Santa Rosa	\$149,777	\$1,036,132	\$0	\$1,185,909	\$874,700	\$311,209
Rohnert Park	\$39,720	\$244,321	\$15,507	\$299,548	\$265,078	\$34,470
Petaluma	\$0	\$369,972	\$0	\$369,972	\$369,972	\$0
City of Sonoma	\$0	\$67,051	\$0	\$67,051	\$0	\$67,051
Sebastopol	\$89,234	\$50,943	\$4,083	\$144,260	\$144,260	\$0
Cloverdale*	\$93,768	\$55,706	\$1,018	\$150,492	\$0	\$150,492
Cotati*	\$81,994	\$47,674	\$1,095	\$130,763	\$0	\$130,763
Healdsburg*	\$144,204	\$82,852	\$5,730	\$232,786	\$0	\$232,786
Windsor	\$166,479	\$171,960	\$1,050	\$339,489	\$0	\$339,489
<b>Totals</b>	<b>\$765,176</b>	<b>\$3,964,351</b>	<b>\$28,483</b>	<b>4,758,010</b>	<b>\$3,491,750</b>	<b>\$1,266,260</b>

\*Jurisdictions have banked funds for three years; also Cotati and Cloverdale have revised their interest reporting for the last two fiscal years, which has changed their roll over amount

The County of Sonoma received \$1,837,740 in Measure M - LSR funds in Fiscal Year 2008. The county used its entire allotment of Measure M – LSR funds on county roads maintenance this year.

All of the \$1,837,740 in Measure M-LSR funds were spent on asphalt concrete leveling, removing and replacing failed asphalt concrete, pothole repairs and surface restoration. This work improved the pavement conditions countywide and helped to prepare certain roads for a rubberized asphalt chip seal program to be implemented in FY08/09.

Some of the roads improved with Measure M LSR funds include:

- ▶ Old Redwood Hwy
- ▶ Stony Point Rd
- ▶ Adobe Rd
- ▶ Main St
- ▶ "D" St
- ▶ Bodega Hwy
- ▶ Bodega Ave
- ▶ Spring Hill Rd
- ▶ Petaluma Valley Rd.
- ▶ Mecham Rd
- ▶ Bohemian Hwy
- ▶ River Rd.
- ▶ Guerneville Rd
- ▶ Occidental Rd
- ▶ Graton Rd
- ▶ Mirabel Rd
- ▶ Dry Creek Rd
- ▶ Kinley Dr
- ▶ Alexander Valley Rd
- ▶ Geysers Rd
- ▶ Mark West Springs Rd
- ▶ Porter Creek Rd
- ▶ Calistoga Rd
- ▶ Bennett Valley Rd
- ▶ Arnold Rd



Santa Rosa received \$1,036,132 in Measure M – LSR funds in Fiscal Year 2008. Combined with \$149,777 in unspent prior years' allocations, the city had \$1,185,909 in Measure M - LSR funding available this year. The city spent a total of \$874,700 in Measure M - LSR funding this year and rolled over \$311,209 for future years' expenditures.

Santa Rosa used \$630,000 in Measure M - LSR funds to help fund construction contracts to perform overlays on the following City streets:

- ▶ Badger Road – Middle Rincon Road to Baird Road
- ▶ Coffey Lane – Guerneville Road to Steele Lane
- ▶ Hendley Street – Aston Avenue to end
- ▶ Link Lane – West 9<sup>th</sup> Street to 100' north of Bethel Avenue
- ▶ Summerfield Road – Bethards Drive to 250' north of Santa Rosita Court
- ▶ Yulupa Avenue – Bennett Valley Road to Douglass Drive

Santa Rosa also spent \$4,700 of Measure M-LSR funds on design to reconstruct Pacific Avenue. Additionally, the City expended \$240,000 in Measure M – LSR funds to maintain the existing adaptive traffic control signals on College Avenue and to plan for future Intelligent Transportation Systems corridors on Guerneville and Stony Point Roads.



Rohnert Park received \$244,321 in Measure M – LSR funds in Fiscal Year 2008. Combined with unspent prior years allocations of \$39,720 and interest of \$15,507, Rohnert Park had \$299,548 of funding available. Rohnert Park expended a total of \$265,078 this year and rolled over \$34,470 for future years' expenditures.

Rohnert Park spent \$105,000 of Measure M – LSR funds to help fund a \$1,267,000 contract to overlay four segments of city streets. The project included overlays on Commerce Boulevard from Copeland Creek to Rohnert Park Expressway; Roberts Lake Road from the Park and Ride lot to the northern city limits; Golf Course Drive from Double Tree Lane to Fairway Drive; and Country Club

Drive from Rohnert Park Expressway to Southwest Boulevard. A total of 3.3 miles of class II bike lanes were added to those roads. Measure M funds also contributed \$160,078 to a \$1,670,000 rehabilitation project on Rohnert Park Expressway from Redwood Drive to the western city limits. Curb ramps and 0.5 miles of bike lanes were included on this project.

Petaluma received \$369,972 in Measure M – LSR funds in Fiscal Year 2008. Petaluma used its entire allotment to augment the City’s street maintenance fund, which also used gas taxes, and garbage franchise fees. The combined maintenance fund was used to purchase an EZ liner pavement striping machine and fund pothole patching, concrete work, pavement rehabilitation and traffic and bike lane delineation on the following streets in Fiscal Year 2008:

**Petaluma Blvd South**

D St. to city limits - White skip lines  
Mt. View Ave to city limits - Two way left turn lanes  
D St. to Mt. View – Double yellow lines  
McNear Ave to City Limits – Bike lanes

**Petaluma Blvd North**

Twin Bridges to US 101 – White Skip lines

**Lakeville Street and E. D Street**

Two turn lane lines

**Lakeville Street**

Wilson St to Caufield Ln – Two-way left turn lanes  
D St to Caufield Ln – White skip lines  
D St to Wilson St – Double yellow line

**Old Redwood Highway**

US 101 overpass to N. McDowell Ext. – White skip lines

**Lakeville St & Caulfield Lane**

**Caulfield Ln & Payran Street**

**Casa Grande Road**

**B Street**

**I Street**

**Mt. View Avenue**

**Payran Street**

**Caulfield Lane**

**N. McDowell Blvd**

**E. Washington Street**

**Sonoma Mountain Parkway**

**D Street**

5<sup>th</sup> St to El Rose Dr – Bike lanes

Finally, asphalt repair in the form of patching occurred in the following areas: Parkland, 5th Street at D Street, Raymond Heights, #555 North McDowell, Lucchessi Center, Turtle Creek, Cullpepper, and Lauren Dr.

The City of Sonoma received \$67,051 in Measure M – LSR funds in Fiscal Year 2008. The city rolled over all of the Measure M – LSR funds received for future years expenditures. It is anticipated that this funding will be combined with future Measure M funding and used for a maintenance project.

Sebastopol received \$50,943 of Measure M – LSR funds in Fiscal Year 2008. Combined with unspent prior years' allocations of \$89,234 and interest of \$4,083, Sebastopol had \$144,259 of funding available. Sebastopol was able to match the Measure M funds with (in rounded numbers) the city's own local sales tax (\$128,000), Traffic Congestion Relief Fund (Prop. 42 \$100,000), Sebastopol Community Development Agency (\$175,000), and Federal-aid (\$149,000) to provide over \$700,000 of local streets rehabilitation. Streets that were repaired include:

- ▶ Covert Lane from Pleasant Hill Ave N to Ragle Road
- ▶ Burnett Street from South Main St. to Petaluma Avenue
- ▶ Fircrest Avenue from Gravenstein Hwy S. to Lillian Way, Ê  
from Maytum Avenue to McFarlane Avenue Ê
- ▶ McFarlane Avenue from Fircrest Avenue to Woodland Avenue
- ▶ First Street from Leland Street to Woodland Avenue
- ▶ Edman Way from Bodega Avenue to North High Street
- ▶ South High Street from Bodega Avenue to Willow Street
- ▶ Bonnardel Avenue, from Analy Avenue to Wallace Street
- ▶ Belle View Avenue, from Jewell Avenue to McFarlane Avenue
- ▶ McFarlane Avenue from Dowd Drive to Lynch Road
- ▶ Lynch Road from Beattie Lane to west of Jean Drive

Cloverdale received \$55,706 in 2008. Combined with unspent prior years' allocations of \$93,768 and interest of \$1,018, Cloverdale rolled over \$150,493 of funding for future years' expenditures. Although it was the intent of the city to spend the entire amount of accumulated funds on a redevelopment project, complications that arose from coordinating the overall funding of the project prevented expending the Measure M funds in FY08. The project has been completed since the fiscal year closed and Cloverdale will report the expenditure of the banked Measure M funds in FY09.

Cotati received \$47,674 in 2008. Combined with unspent prior years' allocations of \$80,934 and interest of \$2,154, Cotati rolled over \$130,763 of funding for future years' expenditures. It is anticipated that the three year accumulated balance will be spent in 2009.

Healdsburg received \$82,852 in 2008. Combined with unspent prior years' allocations of \$144,204 and \$5,730 of interest, Healdsburg rolled over \$232,786 of funding for future years' expenditures. It is anticipated that the three year accumulated balance will be spent in September/October 2008 on the city's 2008 Streets Rehabilitation project. Streets that will be repaired are:

- ▶ Healdsburg Avenue (north of Hwy 101 Central exit and south of Mill St)
- ▶ Matheson Street (east of Center Street to east of Second St)

The Town of Windsor received \$171,960 in 2008. Combined with unspent prior years' allocations of \$166,479 and interest of \$1,051, Windsor rolled over \$339,489 of funding for future years' expenditures.

## **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 2008, the SCTA distributed \$1,897,123 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 07-08

LBT Jurisdiction	FY 07/08 Allocations/ Expenditures
County	\$1,006,173*
Santa Rosa	\$620,671
Petaluma	\$224,052
Healdsburg	\$46,227
<b>Totals</b>	<b>\$1,897,123</b>

\*funds dispersed to Sonoma Co. Transit; funds reported by SCT differ by \$4,271

Sonoma County Transit received and expended \$1,006,173 in Measure M – LBT funds for Fiscal Year 2008. All of the Measure M – LBT funds were expended on operation of transit and paratransit services. There were 1,425,233 passenger trips taken on Sonoma County Transit and 39,740 passenger trips taken on Sonoma County paratransit. In comparison with Fiscal Year 2007, Sonoma County’s fixed-route and paratransit services experienced ridership increases of 2.75 and 5.2 percent, respectively. Operation of countywide fixed-route and ADA paratransit services provides an alternative to single occupant vehicle and provides mobility to students, seniors and disabled members of the community with limited transportation options.

Santa Rosa CityBus received and spent \$620,671 in Measure M – LBT funds on fixed route and paratransit operations. There were 2,832,197 passenger trips taken on Santa Rosa CityBus and 45,312 passenger trips taken on Santa Rosa paratransit. In

comparison with Fiscal Year 2007, Santa Rosa's fixed-route service experienced a ridership increase of 3.0 percent.

Petaluma Transit received and spent \$224,052 in Measure M – LBT funds. Petaluma Transit spent their full allotment of Measure M – LBT funds to sustain both their fixed-route and paratransit operations.

Healdsburg Transit received and spent \$46,227 in Measure M – LBT funds on fixed route and paratransit operations. Healdsburg's LBT funds allowed them to maintain their levels of transit service in the face of increased operational expenses without having to increase fares.

## **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 the program.

### **1) Highway 101 Program (40%)**

Measure M contributes 40 percent of its 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 grew from a beginning balance of \$9,883,136 to an ending balance of \$63,089,708.

In January 2008, SCTA issued sales tax revenue bonds secured by the Measure M Sales Tax. SCTA received \$50,591,657 in net bond proceeds as a result of the sale. The true interest cost (TIC) on the sale was 3.74%. Proceeds were added to the Highway 101 program balance to be used to advance the 101 projects. This

bonding was projected and is consistent with the Cash Flow model developed during the 2007 Measure M Strategic Plan update to keep all projects on schedule and within spending guidelines of the Measure M Expenditure Plan. Based on bond proceeds being in place (ready to spend), construction of approximately 15 miles of High Occupancy Vehicle Lanes (HOV) on the North, Wilfred, and Central projects will begin in FY2008–2009.

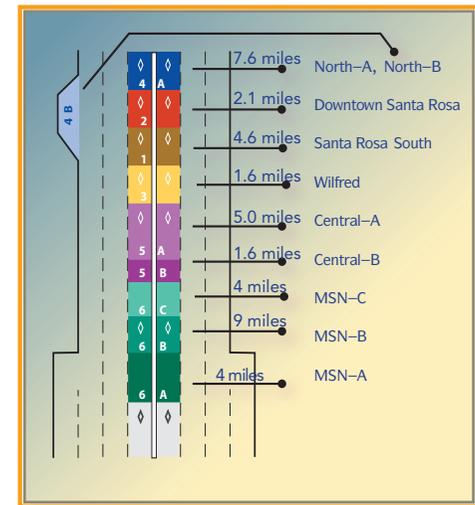
The following table summarizes fiscal year 2008 disbursements against the Measure M – Highway 101 Program fund:

Table 4 – Highway 101 Program  
Fiscal Year 2007-08 Project Disbursements

Project Name	Disbursements
Wilfred	\$17,696
North	\$1,879,129
Central	\$2,989,220
MSN-B	\$29,422
MSN-C	\$13,858
Financing*	\$1,222,809
<b>TOTAL</b>	<b>\$6,152,134</b>

\*includes \$374.98 in fiscal agent fees, \$511,176.56 in Debt Issuance Cost, and \$711,257.23 in interest paid on debt.

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 Widening Projects—  
Phasing Strategy**



# Wilfred Avenue Interchange Improvements

## 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:

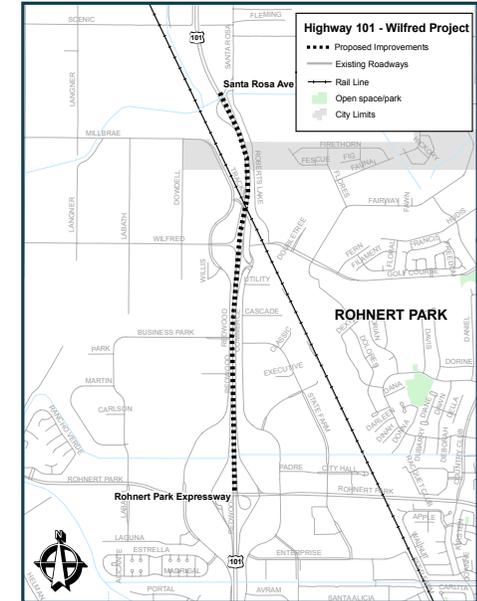
- Add HOV lanes to existing four lane freeway
- Widen shoulders
- Upgrade median drainages
- Add concrete median barrier
- Correct the vertical alignment of Highway 101
- A new bridge under-crossing linking Wilfred Avenue to Golf Course Drive
- Replace the existing Wilfred/Commerce Boulevard Under-crossing
- A two lane collector-distributor road between Wilfred Avenue and Santa Rosa Avenue on southbound Route 101
- Auxiliary lanes between Rohnert Park Expressway Over-crossing to Wilfred Avenue/Golf Course Drive Interchange
- Auxiliary Lane northbound from Wilfred/Golf Course to Santa Rosa Avenue Over-crossing
- 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:

The Wilfred project received \$44.8 Million in Proposition 1B CMIA funding in FY 06/07 and is now fully funded through construction. The project is also the beneficiary of bond revenues in order to have the capital for construction which is scheduled to begin in Spring 2009. The funds spent in fiscal year 2008 were on project management, and although a cooperative agreement for right-of-way acquisition with the California Department of Transportation is active, there were no expenditures.

## Fiscal Year 2007-2008 Expenditures:

In FY 07-08, SCTA expended a total of \$17,696 Measure M – Highway 101 Projects Program funds on the Wilfred project. The entire amount was expended on project management and legal review on the project.



**Project Location**



### Phase A



## Highway 101 Project #2 - North

*Steele Lane in Santa Rosa to Windsor River Road in Windsor*

This project has been split into two phases, Phase A and Phase B.

### Project Scope

#### Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes

- 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:

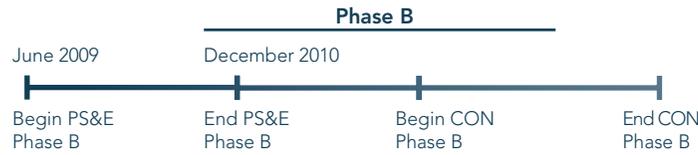
- Upgrade drainage;
- Widen bridges at Mark West Creek, Pool Creek, and Pruitt Creek;
- Construct southbound auxiliary lanes at the Hopper Avenue and Mendocino Avenue on-ramps;
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way;
- Intelligent Transportation System (ITS) devices, consisting 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 & Soundwalls

- Replace Airport Boulevard Overcrossing with a new 5 lane structure (4 travel lanes and one turn lane);
- Reduce highway 101 weaving by reconfiguring ramps at Airport Boulevard and Fulton Road;
- Soundwalls at various locations.

### Project Status / Schedule

Steele Lane Interchange – The southern limit of the North project is the Steele Lane interchange, which as a separate project, went to construction in 2006. Measure M contributed to construction capital and support costs for the southern portion of the North project through a cooperative agreement with the California Department of Transportation. The Steele Lane Interchange project is anticipated to be completed in August 2008.

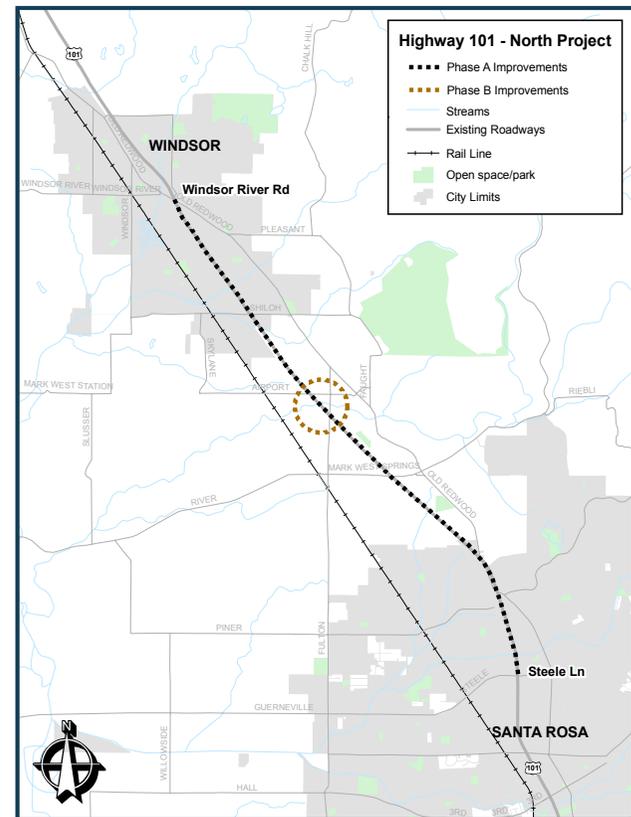


**Phase A** – The Environmental Assessment/Environmental Impact Report (EA/EIR) and design were both completed in October 2007. The project was the recipient of \$68.4M in Proposition 1B CMIA funding which allows the project to move forward with construction. The project is expected to start construction in early 2009 and will take approximately two years to complete.

**Phase B** - SCTA is working with Caltrans and Sonoma County Public Works in developing this project phase consisting of interchange improvements at Airport Boulevard and Fulton Road and the Measure M Local Street Project to replace the Airport Boulevard Overcrossing. The project also includes constructing proposed soundwalls at various locations.

**Fiscal Year 2007-2008 Expenditures:**

In FY 07-08, SCTA expended a total of \$1,879,129 in Measure M – Highway 101 Projects Program funds on the North project. \$1,342,699 was used on construction capital of the new Steele Lane Interchange. \$115,407 was used on environmental, \$65,207 on design and \$2,500 on right of way.



**Project Location**



## Highway 101 Project #3 - Central

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

This project has been split into two phases, Phase A - from North of Pepper Road to Rohnert Park Expressway and Phase B - from Old Redwood Highway to North of Pepper Road

### Project Scope

- Reduce recurrent congestion on Highway 101 by constructing a northbound and southbound 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 Auxiliary lanes between Route 116 and Rohnert Park Expressway;
- Replace the southbound bridges at Copeland Creek and Laguna de Santa Rosa and connect to existing northbound bridges;
- Widen bridge at West Sierra Avenue;
- Replace the existing Route 116 undercrossing and modify the interchange ramps for improved geometry, HOV bypass lanes, ramp metering and CHP enforcement areas;
- Correct the vertical alignment at the Route 116 interchange;
- 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 Under-crossing;
- Widen bridge at West Sierra Avenue;
- Sound walls in Cotati.

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

- Widen bridge at Willow Brook;
- HOV bypass lanes, ramp metering, CHP enforcement areas, and improved geometry at Old Redwood Highway ramps;
- Intelligent transportation system (ITS) devices, consisting of closed circuit television cameras, changeable message signs, and traffic monitoring stations;
- Sound wall in Petaluma.



**Project Status / Schedule:**

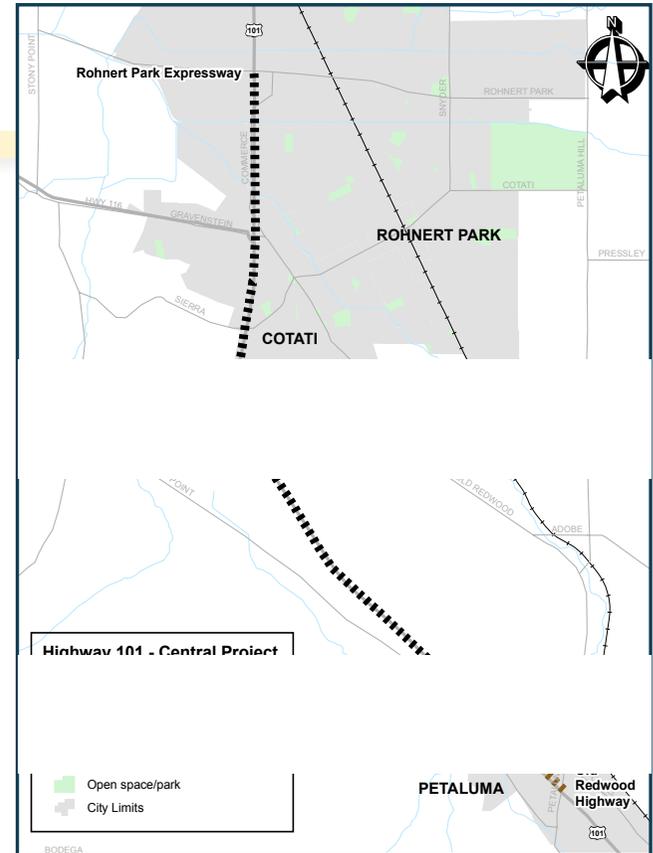
The Environmental Assessment/Environmental Impact Report (EA/EIR) was completed in August 2007.

**Phase A** - The project was the recipient of \$42.8M in Proposition 1B CMIA funding which allows the project to move forward towards construction. In addition, \$10.0M of Measure M funds were provided for the Phase A project which extended the southerly HOV construction limits by 1.5 miles from Railroad Avenue to north of Pepper Road. The project met its 100% Design milestone and has started the process to relocate utilities and acquire right-of-way. The project is expected to start construction in summer 2009 and will take approximately three years to complete.

**Phase B** - SCTA is working with Caltrans and the City of Petaluma in developing this project phase that will consist of remaining improvements between Old Redwood Highway in Petaluma to just north of Pepper Road. Future phasing may include combining the HOV project with the the Measure M Local Street Project to replace the Old Redwood Overcrossing. This combined project phase is not considered fully funded and could be split again to advance a fully funded sub-phase, such as the HOV lanes or the ramp work with the overcrossing at Old Redwood Overcrossing Highway.

**Fiscal Year 2007-2008 Expenditures:**

In FY 07-08, SCTA expended a total of \$2,989,220.42 in Measure M – Highway 101 Projects Program funds on the Central project. \$109,312.50 was spent on completing the environmental document. \$2,865,493.14 was used on the development of plans and specifications and \$14,414.78 was expended on Project Management.



**Project Map:**



## 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 fundable phases, this project has been divided into 4-fully funded projects (known as Phase 1), one partially funded project (B4), and the future phases to complete the project.

### Project Scope:

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

### Additional Project Details:

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

- Add NB HOV lane from Route 37 to north of Atherton Avenue
- Add SB HOV lane from Rowland Blvd. OC to Route 37
- Widen shoulders
- HOV-bypass lanes and ramp metering
- Add sound walls and retaining walls
- Widen Novato Creek, Franklin Overhead and Olive Undercrossing bridges for SB HOV lane.

#### Project B1 – Southerly Interchange and Frontage Roads

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

#### Project B2 – Petaluma Boulevard South Interchange and Frontage

- Construct a new overcrossing and standard freeway interchange with 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.

#### Project B3 – San Antonio Creek Curve Correction and Re-alignment

- Re-align highway to correct horizontal alignment at San Antonio Creek;
- Construct a new mainline San Antonio Creek bridge;
- Remove the existing SB San Antonio Creek bridge;
- Convert the existing NB San Antonio Creek bridge to the frontage road system connecting to the new San Antonio Interchange;



- Construct a portion of the new bicycle and pedestrian facility.

**Project B4 – Petaluma River and Route 116 (East) Bridges**

- Replace the existing two lane NB and SB Petaluma River Bridge with a 6-lane bridge with standard inside and outside shoulders;
- Widen the existing SB Route 116 Separation Bridge for HOV lane;
- Replace the existing NB Route 116 Separation Bridge with 3-lane bridge with standard inside and outside shoulders.

**Future Phases**

- Construct remaining HOV lanes in Segments A, B, and C;
- Widen remaining shoulders
- Provide HOV-bypass lanes and ramp metering to remaining ramps in Segments A & C;
- Widen Novato Creek, Franklin Overhead and Olive Undercrossing bridges for SB HOV lane in Segment A;
- Replacing the cattle under-crossing at Dairy/San Antonio Road in Segment B;
- Removing the existing Petaluma Boulevard Under-crossing freeway bridges;
- Widen Washington Creek, Lynch Creek bridges in Segment C;
- Replace North Petaluma Overhead Bridge and correct vertical alignment;
- Construct sound walls in Segment C.

**Project Status / Schedule:**

Caltrans is scheduled to complete the Environmental Document for the full project by October 2008.

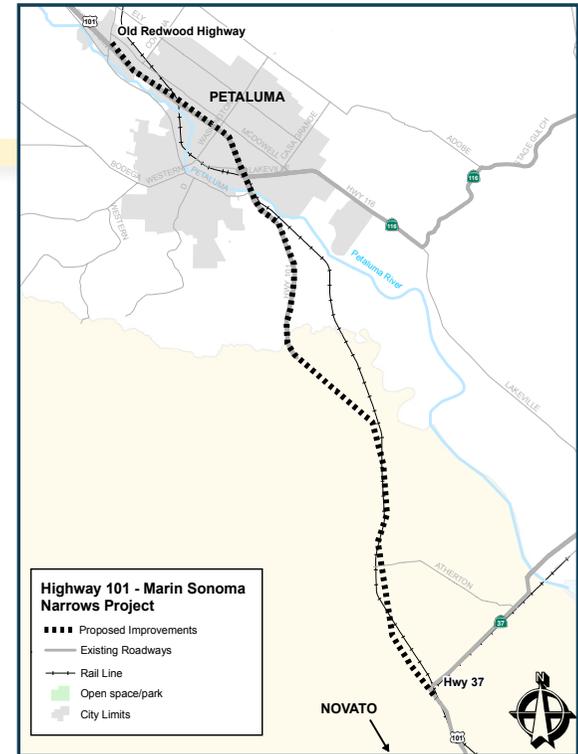
**Phase I = Projects A1, B1, B2, and B3** - Caltrans, SCTA and TAM secured \$82.4 Million in CMIA (Prop. 1B) and \$86,940 in Interregional State Improvement Program (ITIP) funding for the MSN project, which fully funds Projects A1, B1, B2, and B3. Project A1 is scheduled to go to construction in December 2010. Projects B1 and B2 are scheduled to go to construction by June 2011. Project B3 is scheduled to go to construction by December 2011.

**Project B4** - SCTA is funding the design of Project B4 with Measure M funds. Construction is dependent upon securing additional funding.

**Future Phases** - Subsequent project phases will be developed as funding is secured.

**Fiscal Year 2007-2008 Expenditures:**

In FY 07-08, SCTA expended a total of \$43,279.84 in Measure M – Highway 101 Projects Program funds on the MSN project. \$418.25 was spent on the environmental phase (Segment C); and, \$29,421.98 and \$13,439.61 were spent on project management for Segments B and C, respectively.



**Project Location**

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

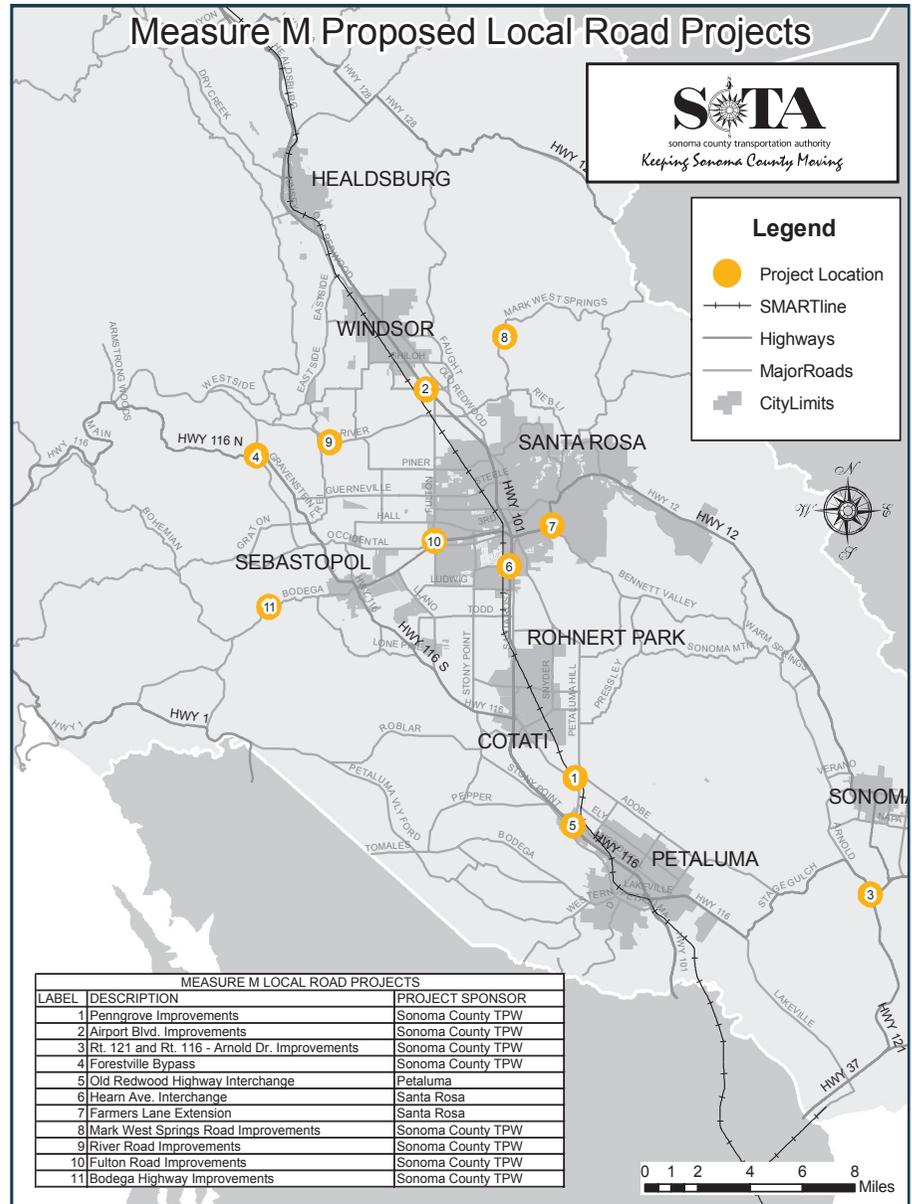
Measure M contributes 20 percent of its revenue to the Local Street Projects (LSP) Program. Net funding in the account grew, starting from a beginning balance of \$7,371,758 to an ending balance of \$11,122,085.

Project sponsors requested programming of funds for the eleven eligible projects during the development of the 2005 Measure M Strategic Plan. After entering into cooperative agreements with the SCTA, each sponsor can ask for funding to be appropriated by the SCTA Board of Directors. Once appropriated, sponsors can ask for disbursements. The following table summarizes Fiscal Year 2008 appropriations and disbursements:

Table 5 - LSP Program Reporting  
Fiscal Year 2007-08

LSP Project Name	Beginning Balance	FY 07/08 Appropriation	FY 07/08 Disbursements	Ending Balance
Penngrove & Railroad Avenue	\$172,759	\$0	\$152,776	\$19,985
Airport Boulevard	\$324,297	\$0	\$254,565	\$69,732
Hearn Avenue Interchange	\$300,000	\$0	\$147,353	\$152,647
Totals	\$797,056	\$0	\$554,694	\$242,363

The following exhibits describe the status of the three LSP projects receiving funding in fiscal year 2008:  $\hat{E}$





# Penngrove Area & Railroad Avenue Improvements

## Project Scope:

Reduce traffic congestion in and around the town of Penngrove.  
Provide access to Hwy 101 at Railroad Avenue Interchange

## Additional Project Details:

The first phase of this project entails updating traffic volumes and trying to determine origin and destination of those vehicles traveling through the town of Penngrove. Such information could later be used to develop a cost sharing formula for surrounding "contributing" jurisdictions. In the meantime, operational improvements anticipated by the County Department of Transportation and Public Works (TPW) include signaling the intersection of Old Redwood Highway and Goodwin/Ely Road; realigning and signaling the intersection of Old Redwood Highway and Railroad Avenue; and realigning and signaling of the intersection of Old Redwood Highway and Adobe Road.

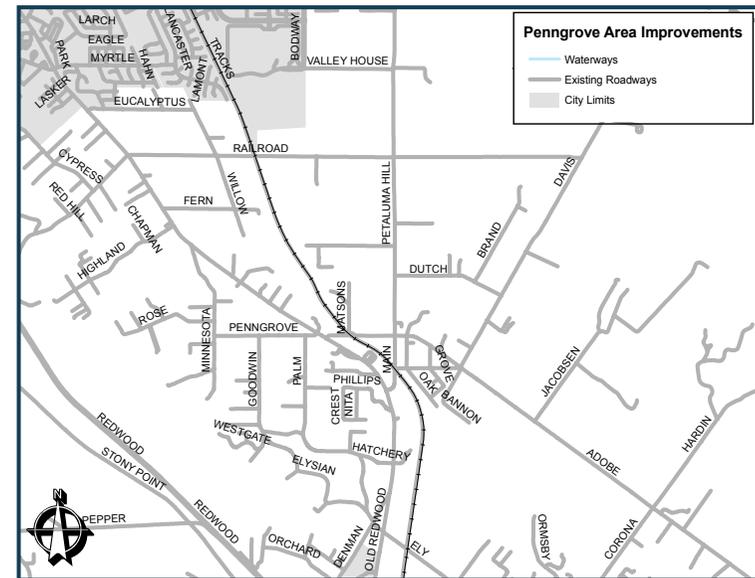
## Project Status / Schedule

Traffic studies including traffic volume counts and license plate surveys were finalized during this fiscal year. The license plate surveys provided data for an origin and destination study that may help determine appropriate contribution levels to a multi-jurisdictional project with a regional solution. A consultant completed the above mentioned studies. It is anticipated that traffic modeling study and analysis will be completed in FY 08/09. The extent of improvements for the Penngrove and Railroad Avenue area are yet to be defined.

## Fiscal Year 2007-2008 Appropriations and Disbursements:

The County of Sonoma had \$172,666 available from a prior year's appropriation. In FY 07-08, the County Transportation and Public Works Department invoiced for and SCTA disbursed \$152,775 for the origin and destination study. The County carries over a balance of \$19,983 for future expenditures.

## Project Location



## Project Location



# Airport Blvd Improvements & Airport Blvd Interchange

## Project Scope:

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

## Additional Project Details:

The Airport Blvd 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. The phases include: widening Airport Blvd proper on both sides of Aviation Blvd and signalizing the intersection at Aviation; widening Brickway Blvd and extending Laughlin Road; widening Airport Blvd proper from Highway 101 to Old Redwood Highway; widening and extending Laughlin Road from River Road to Brickway and signalizing the intersection of River Road at Laughlin; and reconstructing the Airport Blvd Highway 101 Interchange.

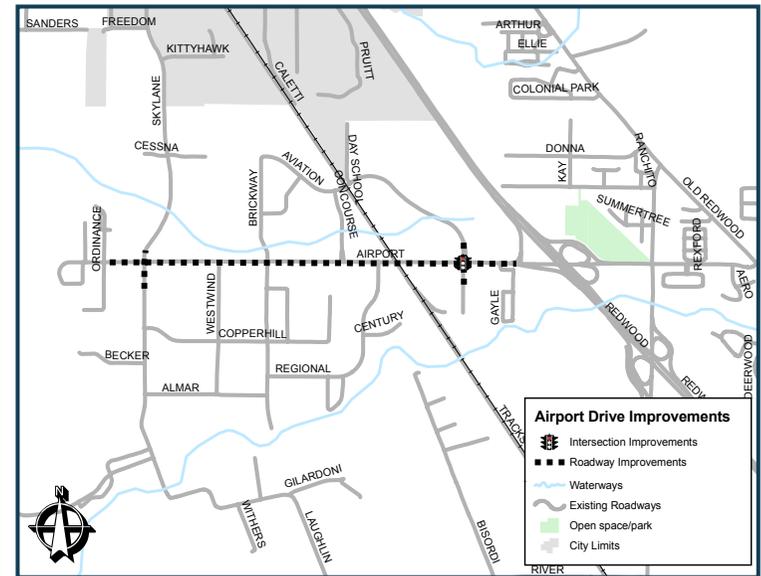
The first phase (Phase IA) to go to construction is a widening of Airport Blvd to accommodate additional lanes east of Aviation Blvd and a signalization of the intersection of Aviation and Airport.

## Project Status / Schedule

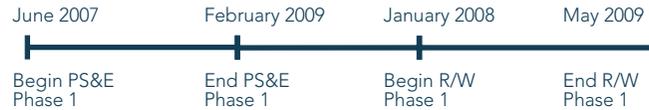
This schedule shows only a preliminary phase (Phase IA). Future phases are dependent upon coordination with and Project Study Report approval from Caltrans.

## Fiscal Year 2007-2008 Appropriations and Disbursements:

The County of Sonoma had \$324,297 available from a prior year's unspent appropriation. In FY 07-08, the County of Sonoma invoiced for and SCTA disbursed \$254,564 for the Airport Project. The County was reimbursed \$204,103 for construction capital on Phase IA and \$50,461 for preparation of preliminary plans and environmental clearance for remaining phases. The County carries over a balance of \$69,732 for future expenditures.



Project Location



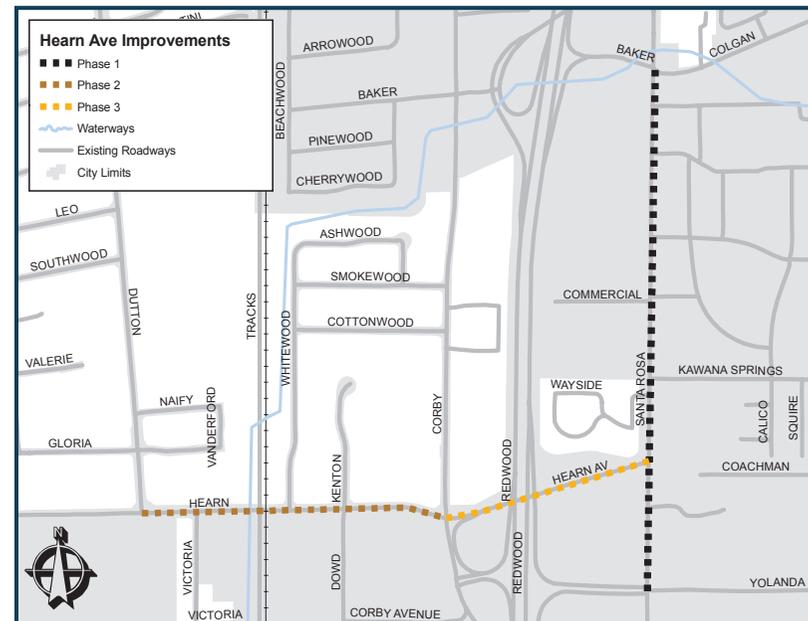
# Hearn Avenue Interchange Modifications

## Project Scope:

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

## Additional Project Details:

The intent of this project is to relieve traffic congestion at and around the Hearn interchange by widening the Hearn overcrossing of Hwy 101, reconfiguring the ramps and provide local street improvements to Hearn Avenue and Santa Rosa Avenue approaches to Hearn. There are three phases, which will all be constructed separately. Phase I will add turn lanes, bike lanes, sidewalks and widen Santa Rosa Avenue approaches to the Hearn Avenue Interchange and will include intelligent transportation system components. Phase II will widen Hearn Avenue from the Highway 101 over-crossing to Dutton Avenue. Bicycle and pedestrian needs will be addressed with the widening by adding bike lanes and shoulders. Phase III will complete the project by widening/reconstructing the Hearn Avenue over-crossing and reconfiguring the ramps. Bicycle and pedestrian needs will be addressed with the widening by adding bike lanes and sidewalks on the O/C. This phase requires coordination with and PSR approval from Caltrans.



Project Location



## **Project Status / Schedule**

The project schedule assumes that

Phase I: City council will approve the environmental document and authorize Public Works to proceed with work, right-of-way acquisition will be complete within 1 year, and PG&E will relocate their facilities as soon as right-of-way is acquired.

Phase II: environmental documentation will be a mitigated negative declaration, and that right-of-way will be obtained from Sonoma County Water Agency and Sonoma Marin Area Rail Transit (SMART).

Phase III: The city will work with Caltrans to approve the PSR in 2009.

## **Fiscal Year 2007-2008 Appropriations and Disbursements:**

The City of Santa Rosa had \$300,000 available from a prior year's appropriation. In FY 07-08, Santa Rosa invoiced for and SCTA disbursed \$147,353 for right-of-way engineering for Phase I of the project.

### 3) Bicycle and Pedestrian Projects Program (4%)

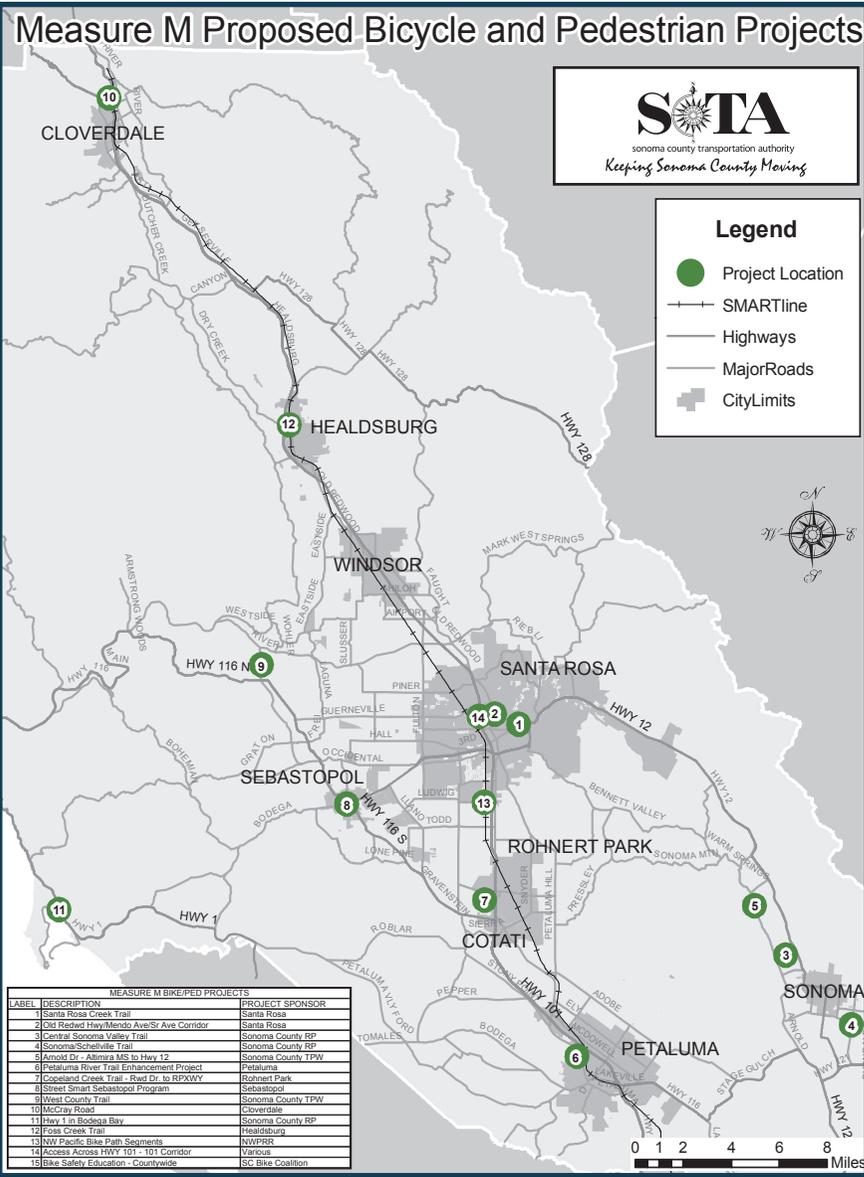
Measure M contributes 4 percent of its revenue to the Bicycle and Pedestrian Projects Program. Net funding in the Measure M Bike/Ped Program account grew, starting from a beginning balance of \$816,190 to an ending balance of \$1,346,342.

Project sponsors requested programming of funds during the development of the 2005 Measure M Strategic Plan. After entering into cooperative agreements with the SCTA, each sponsor can ask for funding to be appropriated by the SCTA Board of Directors. Once appropriated, sponsors can ask for disbursements. The following table summarizes fiscal year 2008 Bike / Ped Project Program appropriations and disbursements:

Table 6 – Bike/Ped Projects Program Reporting  
Fiscal Year 2007-08

Project Name	Beginning Balance	FY 06/07 Appropriation	FT 06/07 Disbursements	Ending Balance
Santa Rosa Creek Trail	\$18,750	\$105,000	\$16,814	\$106,936
Old Red/Mendo/SR Ave	\$0	\$157,000	\$0	\$157,000
Access Across 101	\$0	\$50,000	\$0	\$50,000
Petaluma River Trail	\$12,711	\$50,000	\$62,711	\$0
Copeland Creek Trail	\$28,000	\$0	\$28,000	\$0
Street Smart Sebastopol	\$0	\$100,000	\$24,648	\$75,352
Bodega Bay Trail	\$0	\$100,000	\$100,000	\$0
Central Sonoma Valley Tr.	\$0	\$63,000	\$6,000	\$57,000
<b>Totals</b>	<b>\$59,461</b>	<b>\$625,000</b>	<b>\$238,173</b>	<b>\$446,288</b>

The following exhibits describe the status of the eight Bike/Ped projects receiving either an appropriation or a disbursement during fiscal year 2008:







# 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:

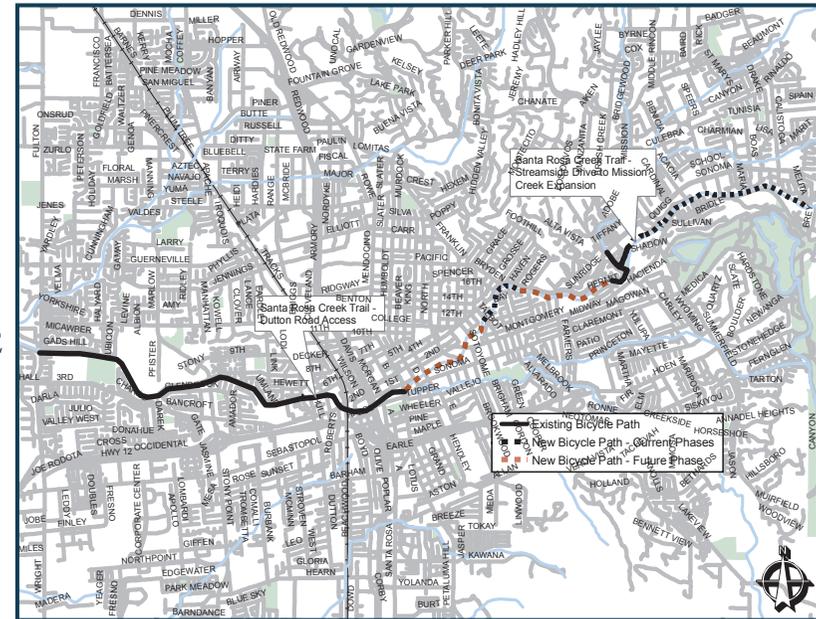
This project will construct a Class 1 multi-use path along Sana Rosa Creek in several locations. While some locations have already been constructed, the first two sections to be funded with Measure M money are located from Streamside Drive to Mission Circle (Phase I), and create access from Dutton Avenue to Santa Rosa Creek (Phase II). Additional sections of creek trail will be identified and constructed in the future. This project creates new trail and connects existing trail along Santa Rosa Creek, according to the Creeks Master plan authorized by the City of Santa Rosa. <sup>Ê</sup>

## Project Status / Schedule <sup>Ê</sup>

The first phase of this project (Streamside to Mission Boulevard) expended Measure M funds on environmental studies and design in FY 07/08. The second phase (Dutton Access) programmed and appropriated but did not expend funds in FY07/08.

## Fiscal Year 2007-2008 Appropriations and Disbursements: <sup>Ê</sup>

The City of Santa Rosa had \$18,750 available from a prior year's appropriation for Phase 1. The city requested and received appropriations in the amounts of \$25,000 for right of way activities and \$15,000 for construction support for Phase 1. The city also requested and received appropriations for Phase 2 in the amounts of \$10,000 for environmental studies and \$55,000 for Design. The city invoiced for and SCTA disbursed \$16,813 for environmental studies, preliminary engineering and design of Phase I of the project. The City carries over a balance of \$41,937 for Phase 1 future expenditures and \$65,000 for Phase 2 future expenditures.



Project Location



# Old Redwood Highway Mendocino Ave. – Santa Rosa Ave. Bikelanes

## Project Scope:

Creates a safer north-south bike route through central Santa Rosa

## Additional Project Details:

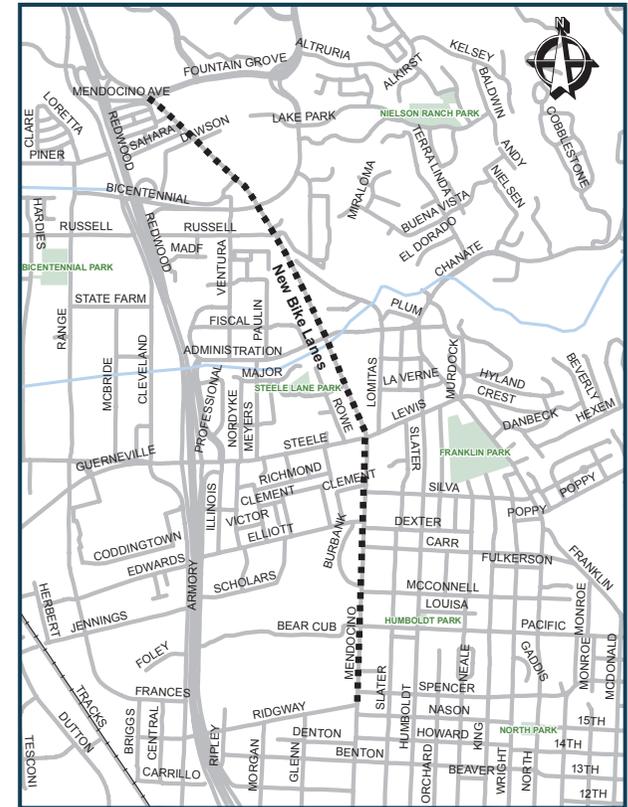
This project will modify median islands and re-stripe Mendocino Avenue between Fountain Grove Parkway and Steele to include bike lanes. Ê

## Project Status / Schedule Ê

This project is being constructed in phases, the first phase of which is to be constructed in 2009 with future phases to be determined at a later date. The city requested to advance funds for construction to FY 07/08, however delays in contracting did not allow for expenditure of the funds in 07/08. Ê

## Fiscal Year 2007-2008 Appropriations and Disbursements: Ê

The City of Santa Rosa requested and received two appropriations for a total amount of \$157,000 for FY07/08. Santa Rosa indicated that \$75,000 was for Design and \$82,000 was for construction capital. The construction capital was advanced from the program year of 09/10 to FY07/08 to realize a cost savings by combining a paving project with the bike lane project. The city did not invoice for either design or construction capital and carries over a balance of \$157,000 for future expenditures.



**Project Location**



# Central Sonoma Valley Bikeway

### Project Scope:

Creates a safe route for pedestrians and bicyclist between Verano Avenue and Agua Caliente Road. There is currently no alternative through route to Highway 12 forcing pedestrians and bicyclist to use the shoulder of Highway 12 for such destinations as Flowery school, Larson Park, La Luz Community Center, Maxwell Farms Park and the Boys and Girls Club.

### Additional Project Details:

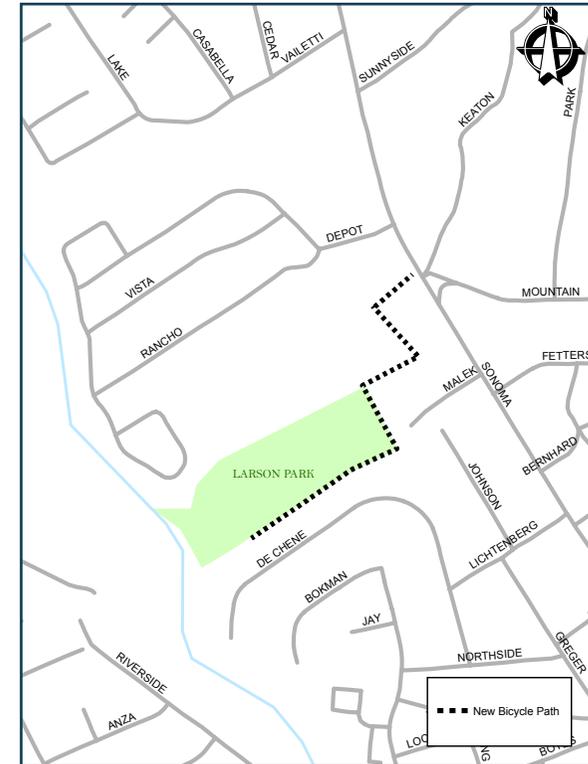
This project will construct a bicycle and pedestrian pathway in multiple phases. The first phase will provide pathway from Larsen Park to Highway 12. The second phase will provide a bikeway from Verano Avenue to Larson Park.

### Project Status / Schedule

Work during FY07/08 for the first phase of this project consisted of scoping, environmental studies and design.

### Fiscal Year 2007-2008 Appropriations and Disbursements:

The Sonoma County Regional Parks Department requested and received an appropriation of \$63,000 in FY 07/08. The department invoiced for and SCTA disbursed \$6,000, \$3,000 for scoping and environmental studies and \$3,000 for design of Phase I of the project. The department carries over a balance of \$57,000 for future expenditures (\$40,000 for design and \$17,000 for scoping and environmental).



**Project Location**



## Petaluma River Trail

### Project Scope:

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

### Additional Project Details:

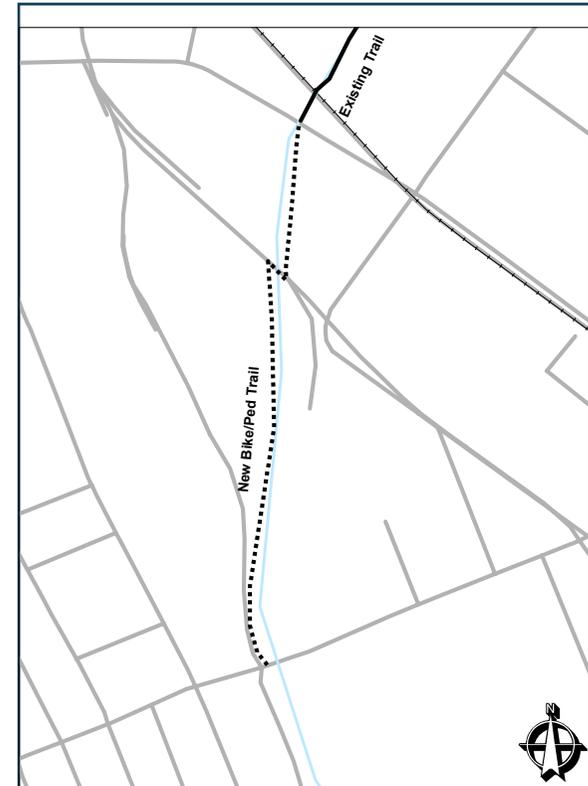
The Petaluma River Trail will be a Class I multi use pathway from the Eastside urban limits to the Historic Downtown Area utilizing the creek and River natural corridors, including approximately 2 miles of the Petaluma River. This project carries out a portion of the Petaluma River access and Enhancement 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 will complete the Petaluma River trail from Lakeville Street to Washington Street. A river crossing near Copeland Street will be included as an ADA accessible, prefabricated bike and pedestrian bridge. Continuous lighting will be installed along the pathway to Washington Street on the west side of the river.

### Project Status / Schedule

All funds expended in FY 07/08 were on design of the bicycle pedestrian path. Design is approximately 90% complete. It is anticipated that the project will complete design and right-of-way by late 2008 and begin construction in Spring 2009.

### Fiscal Year 2007-2008 Appropriations and Disbursements:

The City of Petaluma had \$12,711 available from a prior year's appropriation. In FY 07-08, the SCTA appropriated an additional \$50,000 for the Petaluma River Trail, making \$62,711,000 available for reimbursement. The City invoiced for and SCTA disbursed \$62,711 for the preparation of plans and specifications for Phase III of the Petaluma River Trail Project.



Project Location



# Copeland Creek Trail

## Project Scope:

Make the existing path along Copeland Creek and Laguna de Santa Rosa from Redwood to Hinebaugh Creek (at Rohnert Park Expressway) useable for pedestrians and bicyclists.

## Additional Project Details:

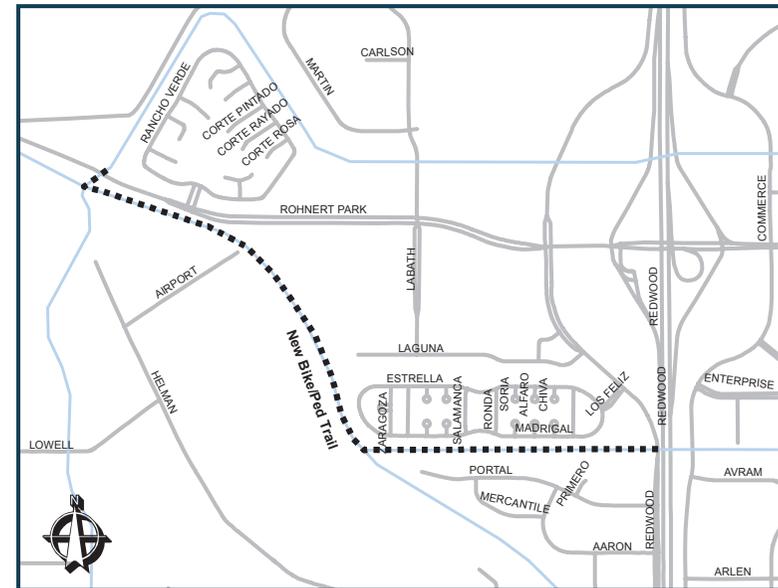
The Copeland Creek Bike Trail is a proposed 1.2-mile paved Class I bike path along Copeland Creek west of Hwy. 101, between Redwood Drive and Rohnert Park Expressway in Rohnert Park. The project will consist of asphalt paving of an existing Sonoma County Water Agency service road along the north side of the creek. As the project will pave over the existing service road, the environmental impacts are assumed to be minimal.

## Project Status / Schedule

This project completed environmental compliance and design during FY07/08. Right of way acquisition was underway at the time of reporting and construction is anticipated to be complete by October 2008. This project schedule assumes that construction will be completed before the rainy season begins.

## Fiscal Year 2007-2008 Appropriations and Disbursements:

The City of Rohnert Park had \$28,000 available from a prior year's appropriation. In FY 07-08 the City of Rohnert Park invoiced for and SCTA disbursed \$28,000 for environmental studies and design of the project.



**Project Location**



# Street Smart Sebastopol

## Project Scope:

This project includes closing gaps in sidewalks, adding bike routes, placing directional signs, building transit shelters and other related items within Sebastopol.

## Additional Project Details:

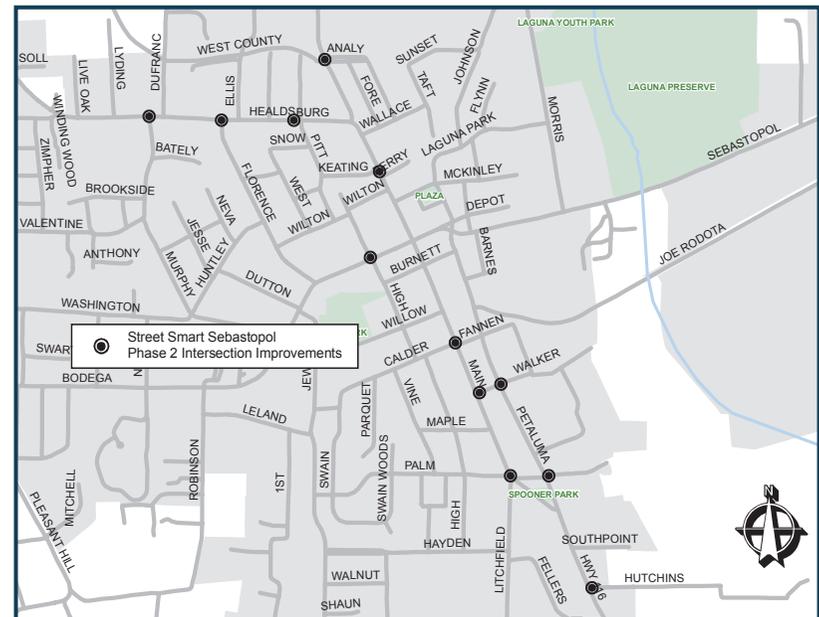
Intersection improvements include curb extensions (bulbouts), colored crosswalks, pedestrian beacons, landscaping, sidewalk gap closures, signage, entryway treatments, and transit shelter improvements at various locations. A Phase I project of crosswalk improvements at three locations in central downtown was completed in Spring of 2006 without the use of Measure M funds.

## Project Status / Schedule

In May 2006, the city council reevaluated and prioritized remaining elements of the original Street Smart Sebastopol list which resulted in 12 prioritized intersections. The Phase 2 project includes improvements to the top three priority intersections approved by the Council. The Phase 3 project includes improvements at the remaining nine intersections on the Street Smart Sebastopol priorities list, all of which are located on State Highway 116.

## Fiscal Year 2007-2008 Appropriations and Disbursements:

The City of Sebastopol requested and received an appropriation from SCTA in the amount of \$100,000 in FY07/08. The city invoiced for and SCTA disbursed \$24,648 for preliminary engineering and design of Phase 2 and Phase 3 of the project. The City carries over a balance of \$18,750 for future expenditures.



**Project Location**



# Highway 1 - Bodega Bay Trail

### Project Scope:

On and off road bike route along the coast to provide safe passage for locals and through traffic.

### Additional Project Details:

The Bodega Bay Pedestrian and Bicycle Trails project is proposed to complete off road (Class 1) pedestrian and bicycle trails and on road (Class 2) shoulder improvements along approximately four (4) miles of Coast Highway 1. These separate but parallel Class 1 and Class 2 pathways extend from Salmon Creek to Doran Beach Road through the community of Bodega Bay. This project is based on the scope of work and segments identified in the "Bodega Bay Bicycle and Pedestrian Trail Study" completed in September 2005.

### Project Status / Schedule

The project's first phases are to construct segments 1B & 1C, 3D-2 & 6B (identified on the map).

### Fiscal Year 2007-2008 Appropriations and Disbursements:

The Sonoma County Department of Parks and Recreation requested and received an appropriation for construction of Segment 6C in the amount of \$100,000. The department invoiced for and SCTA disbursed \$100,000 for construction.



**Project Location**



July 2008

March 2009



Begin Feasibility Study

End Feasibility Study



## Access Across 101

### Project Scope:

Identify key east-west access points across Highway 101.

### Additional Project Details:

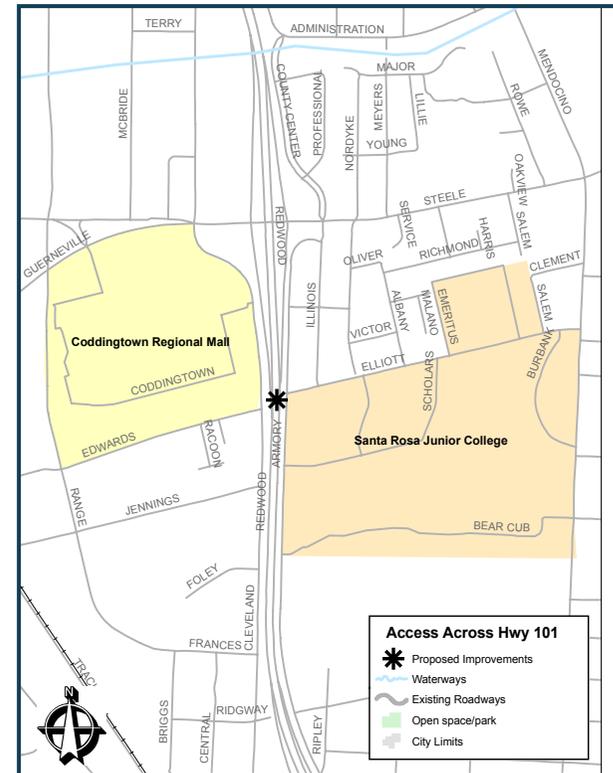
This project is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. The current appropriation was made to the city of Santa Rosa for a feasibility Study for a bicycle and pedestrian overcrossing of 101 in the vicinity of Santa Rosa Junior College.

### Project Status / Schedule

The feasibility study is underway and expected to be completed by 2009.

### Fiscal Year 2007-2008 Appropriations and Disbursements:

The City of Santa Rosa requested and received an appropriation in the amount of \$50,000 in FY07/08. The City did not invoice for any of the funds and thus carries over a balance of \$50,000 for future expenditures.



Project Location

#### 4) Passenger Rail Program (5%)

Measure M contributes 5 percent of its revenue to the Passenger Rail Program. Net funding in the account grew, starting from a beginning balance \$1,265,723 to an ending balance of \$2,204,246.

Smart requested programming of funds during development of the 2005 Strategic Plan. After entering into a cooperative agreement with SCTA, SMART was able to ask for funding to be appropriated by the SCTA Board of Directors. Once appropriated, SMART could ask for reimbursements. The following table summarizes fiscal year 2008 Passenger Rail Program appropriations and disbursements:

Table 7 – Passenger Rail Program Reporting  
Fiscal Year 2007-08

Project Name	Beginning Balance	FY 07/08 Appropriation	FY 07/08 Disbursements	Ending Balance
SMART	\$519,925	\$0	\$75,972	\$443,953

The following exhibit describes the Sonoma Marin Area Rail Transit (SMART) project:



Rail  
No schedule



## 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:

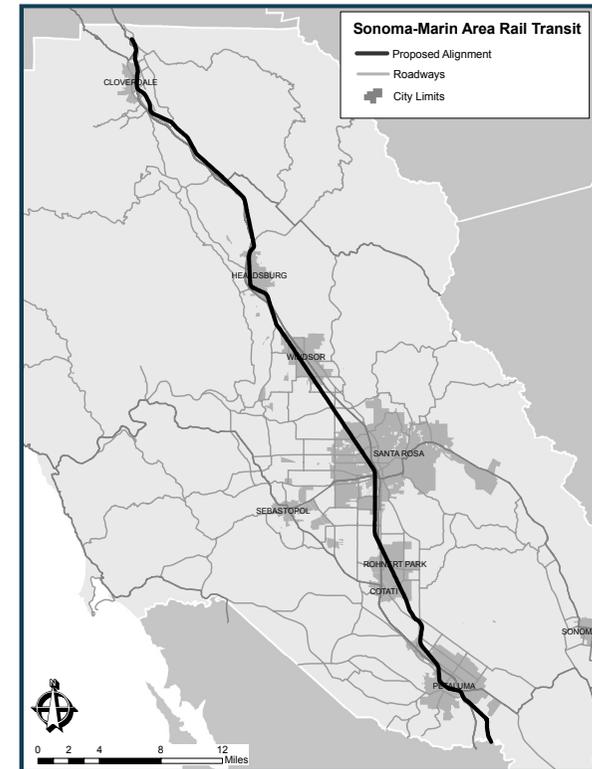
SMART passenger train service will provide an attractive, high quality transportation alternative for thousands of commuters traveling within and between Sonoma and Marin counties as well as commuting to San Francisco. For example, currently the average southbound automobile trip between Santa Rosa and San Rafael during the peak morning commute along Highway 101 takes 70-80 minutes. The same trip by train will take approximately 55 minutes (Caltrans Report, 2001). And the combination passenger train-ferry commute into San Francisco will be less than the cost and time of commuting by car. 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 a small fraction of the overall funding needed to initiate passenger rail service. Additional funding is needed before a schedule can be developed. The Sonoma Marin Area Rail Transit district (SMART) plans to utilize Measure M funding for the initial steps to accelerate the development of passenger rail service for Sonoma and Marin Counties. The work will include obtaining final environmental clearance, final engineering, grade crossing improvements on local roadways and station site development in Sonoma County.

### Fiscal Year 2007-2008 Appropriations and Disbursements:

SMART had \$519,925 available from a prior year's appropriation. SMART invoiced for and SCTA disbursed \$75,972 for work on preliminary engineering and the environmental document. SMART carries over \$443,593 for future years expenditures.



Project Location:

