

M MEASURE SONOMA COUNTY



ANNUAL REPORT
July 1, 2009 - June 30, 2010



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TABLE OF CONTENTS

- I. **Executive Summary** 1
- II. **Revenue & Disbursements** 2
- III. **Measure M Program** 2
 - A. **Apportionment Programs** 2
 - B. **Project Programs** 7
 - 1. **Highway 101 Program** 8
 - Highway 101 Widening Projects Map 9
 - Wilfred 10
 - North 12
 - Central 14
 - Marin-Sonoma Narrows 16
 - 2. **Local Street Projects** 19
 - Local Road Projects Map 20
 - Airport Blvd. 21
 - Farmers Lane..... 22
 - Old Redwood Highway 23
 - Hearn Avenue Interchange 24
 - Highway 121/116 and Arnold Drive 25
 - 3. **Bicycle and Pedestrian Projects** 27
 - Bicycle and Pedestrian Projects Map 28
 - Santa Rosa Creek Trail 29
 - Central Sonoma Valley..... 30
 - Petaluma River Trail 31
 - Copeland Creek Trail 32
 - Street Smart Sebastopol 33
 - Old Redwood Highway/Mendocino/Santa Rosa Avenue Bike Lanes..... 34
 - Access Across 101 35
 - Sonoma Schellville Trail 36
 - Bike Safety and Education 37
 - 4. **Passenger Rail Program** 38
 - Passenger Rail Program 38
 - Sonoma Marin Area Rail Transit..... 40





I

EXECUTIVE SUMMARY

Passed by the voters in November 2004, the Traffic Relief Act for Sonoma County (Measure M) has 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 of 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.

The economic downturn has affected the amount of sales tax revenues being collected in Sonoma County. Even so, 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. This funding shows continued benefits, as local jurisdictions have purchased equipment and funded local road maintenance projects as part of the Local Streets Rehabilitation (LSR) program. The work performed using Measure M funds has improved the quality of roads, sidewalks, and bike lanes. Often, jurisdictions used their Measure M LSR allotment to match other sources of funds in order to deliver larger maintenance projects. Transit operators are meeting needs by maintaining both paratransit and local bus transit operations, as well as leveraging State Local Partnership funds for rolling stock purchases with the Local Bus Transit (LBT) program funds.

The Highway 101 program got off to a fast start and continued to make substantial progress in Fiscal Year 2009-10 (FY10). The Central-A High Occupancy Vehicle (HOV) lane project started construction of 5 additional miles of HOV lanes in each direction from just north of Pepper Road to Rohnert Park Expressway. Including the Wilfred and North-A projects, 14.2 miles of new HOV lanes were under construction in FY10. Additionally, SCTA has six additional fully funded projects under development and has made significant progress in designing and obtaining the right of way necessary to deliver these projects to construction. In order to not lose out on future funding opportunities, SCTA anticipates issuing a second bond offering to further advance the Highway 101 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 first two phases of the Hearn Avenue project started construction in FY10. The Airport Phase IV and the Old Redwood Highway projects are fully funded, have made significant progress towards final design, and are in the process of acquiring the right of way needed for construction. These two projects are being delivered with the Highway 101 - North-B/C and Central-C projects, respectively. Both projects are expected to go to construction in FY12. Other projects are still working towards environmental compliance and initial design. Moving forward with these activities will help create other funding opportunities as sponsor's work towards finalizing funding plans. Funding spent on construction this year in the Bicycle and Pedestrian Program helped to deliver bike lanes in downtown Santa Rosa, as well as initial construction of several pedestrian enhancements at intersections in downtown Sebastopol. Design and right-of-way progressed on several other bicycle and pedestrian projects.

The Sonoma Marin Area Rail Transit (SMART) District continues to work towards completing the initial steps necessary to bring passenger rail to Sonoma County. Measure M funds are expected to be used for grade crossings, final design, and/or station site development in Sonoma County in future years.

Overall, Measure M has been a key component of a transportation strategy that is leading to better quality and safer transportation; reduced congestion; stable transit; increased bicycle and pedestrian facilities; and education.



II

REVENUE & DISBURSEMENTS

Actual sales tax revenue for fiscal year 2010 totaled \$15,315,491. Compared to fiscal year 2009, sales tax revenue was down by 9.5 percent. The 2009 Strategic Plan projected FY 2010 sales tax revenue at \$17,192,705. Although actual sales tax revenues were 10.9 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 2009 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, 2010:

Table 1 – Measure M Financials - Fiscal Year 2009-10

Apportionment Programs	Beginning Balance	Revenue & Adjustments*	FY 09-10 Disbursements	Ending Balance
20% Local Road Rehabilitation (LSR)	\$397,607	\$3,079,292	\$3,072,585	\$404,314
10% Local Bus Transit (LBT)	\$166,865	\$1,542,642	\$1,537,267	\$172,240
1% Administration	\$74,890	\$154,214	\$144,520	\$84,584
Project Programs				
40% Highway 101 Projects	\$53,035,565	\$8,369,002	\$18,789,949	\$42,614,618
20% Local Street Projects (LSP)	\$14,298,332	\$3,210,572	\$52,116	\$17,456,788
4% Bike/Ped Projects	\$1,440,042	\$715,316	\$670,120	\$1,485,238
5% Passenger Rail (SMART)	\$3,116,599	\$798,602	\$0	\$3,915,201
Total Measure M	\$72,529,899	\$17,869,640	\$24,266,557	\$66,132,983

* Includes \$15,315,491 in new sales tax revenue, \$628,361 in interest, and \$1,925,789 in adjustments. 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 2010, the SCTA distributed \$3,072,585 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 Road (LSR) Program Reporting
Fiscal Year 2009-10**

LSR Jurisdiction	Unspent Prior Allocations	FY 09/10 Allocations	Interest Reported	Available in FY 09-10	Expended in FY 09-10	Rollover to FY 10-11
County	\$0	\$1,379,665	\$0	\$1,379,665	\$1,379,665	\$0
Santa Rosa	\$58,050	\$828,210	\$2,959	\$889,219	\$662,289	\$226,930
Rohnert Park	\$38,514	\$194,205	\$641	\$233,360	\$113,472	\$119,888
Petaluma	\$0	\$292,725	\$0	\$292,725	\$292,725	\$0
City of Sonoma	\$131,693	\$52,877	\$3,292	\$187,862	\$25,000	\$162,862
Sebastopol	\$0	\$39,940	\$0	\$39,940	\$0	\$39,940
Cloverdale*	\$0	\$44,154	\$0	\$44,154	\$0	\$44,154
Cotati	\$60,146	\$38,163	\$384	\$98,693	\$38,163	\$60,530
Healdsburg*	\$77,676	\$65,208	\$44	\$142,928	\$0	\$142,928
Windsor	\$0	\$137,440	\$0	\$137,440	\$0	\$137,440
Totals	\$366,079	\$3,072,585	\$7,320	\$3,445,984	\$2,511,314	\$934,670

County of Sonoma

The County of Sonoma received and spent \$1,379,665 in Measure M - LSR funds on county roads maintenance this year.

All of the \$1,379,665 in Measure M-LSR funds were spent on road rehabilitation in preparation for the ARRA Roadway Preservation Program project including large sections of roadway that were ground out and overlaid or grader patched. Crews also performed crack sealing and pothole repairs. Additionally roadside brushing and ditch cleaning were performed utilizing County and California Department of Forestry crews. The overall pavement



preservation efforts of the department are improving the riding surface for bicycles and the brushing efforts allow additional room on shoulders for bicyclists and pedestrians. The department has received positive feedback from the public as to how the brushing efforts have improved their ability to safely walk alongside the roadway.

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

- | | |
|--|--|
| <ul style="list-style-type: none"> • Dry Creek Road • Canyon Road • Alexander Valley Road • Lambert Bridge Road • Healdsburg Avenue • Lytton Springs Road • Westside Road | <ul style="list-style-type: none"> • Eastside Road • Chalk Hill Road • River Road • Armstrong Woods Road • Petrified Forest Road • Mark West Springs Road/Porter Creek Road • Old Redwood Highway |
|--|--|



City of Santa Rosa

The City of Santa Rosa received \$828,210 in Measure M – LSR funds this year. Combined with \$58,050 in unspent prior years’ allocations and \$2,959 in interest, the city had \$889,219 in Measure M - LSR funding available. The city spent a total of \$662,289 this year and rolled over \$226,930 for future years’ expenditures.

Santa Rosa used \$422,289 in Measure M - LSR funds to perform preventative maintenance in advance of contracts for surface treatment on the following city streets:

- Waltzer Road
- Dancing Penny Way
- Pinecrest Drive
- Francisco Avenue
- Rock Springs Drive
- Slate Drive
- Woodview Drive

There were approximately 45 total lane miles treated. The Santa Rosa Measure M funding was also leveraged with Proposition 42 funding to complete the preventative maintenance project. Finally, the city used the balance of their Measure M – LSR funds to maintain the existing adaptive traffic control signals on College Avenue, Guerneville Road and Stony Point Road, which includes a total of 36 signals.

City of Rohnert Park

The City of Rohnert Park received \$194,205 in Measure M – LSR funds this year. Combined with unspent prior years’ allocations of \$38,514 and interest of \$641, Rohnert Park had \$233,360 of funding available. Rohnert Park expended a total of \$113,472 this year and rolled over \$119,888 for future years’ expenditures.



Rohnert Park spent \$113,471 of Measure M – LSR funds to help fund three projects: three miles of collector streets surface repairs including segments of Golf Course and Country Club Drives and four miles in “M” section; a rehabilitation of Lancaster Street from just north of Lincoln Avenue to the end; preventative street maintenance on the following streets:

- Golf Course Drive from railroad to Fairway Drive
- Golf Course Drive from Francis Drive to Country Club Drive
- Labath Avenue from Rohnert Park Expressway to Hinebaugh Creek Bridge
- Medical Center Drive from Snyder Lane to cul de sac
- Holly Avenue from Fairway Drive to Grandview Avenue
- Golf Course Drive from Snyder Lane to cul de sac
- Grandview Ave from Golf Course Drive to Holly Avenue
- Intersection of State Farm Drive and Professional Center Drive
- Classic Court

In addition, approximately 1700’ of new Class II bike lanes were added with the third project on Golf Course Drive between Snyder Lane and Grandview Avenue and approximately 1000’ in Class II bike lane gap closure was achieved on Golf Course Drive between Francis Way and Country Club Drive.



City of Petaluma

The City of Petaluma received and spent \$292,725 in Measure M – LSR funds this year. The city used its 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 do skin patching on the following streets:

- Sarkesian Drive
- Reynolds Drive
- Intersection of Crinella Drive and Caufield Lane
- La Cresta Drive
- Hill Boulevard
- Manor Way
- Ely Boulevard

Water Department digouts were patched along the following roads:

- Washington Street
- Western Avenue
- Scenic Way
- East Side Way
- Antone Way
- Oak Lane
- Sonoma Mountain Parkway
- Baily Street

Paving occurred in the stop areas at the following intersections:

- J Street at 6th Street
- Raymond Heights at 6th Street

Re-striping of stop delineation occurred at the following intersections:

- Mark Drive/Bungalow Lane
- Mark Drive/Elizabeth Drive
- Helen Court/Elizabeth Drive
- Arthur Court/Elizabeth Drive
- Crinella Drive/Elizabeth Drive
- Daniel Drive/Elizabeth Drive
- Daniel Drive/Bungalow Lane
- Daniel Drive/Trellis Lane
- Trellis Lane/Crinella Drive
- 8th Street/F Street
- 8th Street/B Street
- Post Street/Douglas Street



Crosswalks were also repainted on Western Avenue at both Fair and Post Streets.



City of Sonoma

The City of Sonoma received \$52,877 in Measure M – LSR funds this year. Combined with \$131,693 in unspent prior allocations and \$3,292 in interest, Sonoma had \$187,862 available to spend. The city spent \$25,000 on the Andrieux Street Rehabilitation project and rolled over \$162,862 for future expenditures. The Andrieux Street project rehabilitated approximately one half mile of roadway in both directions, including sidewalk and curb repairs, and replacement of fourteen curb ramps between Broadway and 5th Street West in compliance with the Americans with Disability Act. It is anticipated that the roll over balance will be spent to match future improvements to be determined.

City of Sebastopol

The City of Sebastopol received \$39,940 in Measure M – LSR funds this year. The city rolled over all of the Measure M – LSR funds received for use in future years. It is anticipated that the funds will be banked and accumulated by the city to provide local match for future Federal-aid funding or in combination with other local revenues for a street rehabilitation project to be completed within the next two fiscal years.

City of Cloverdale

The City of Cloverdale received \$44,154 in Measure M- LSR funds this year. The city rolled over its' entire allocation for future improvements to be determined.

City of Cotati

The City of Cotati received \$38,163 in Measure M- LSR funds this year. Combined with unspent prior years' allocations of \$60,146 and interest of \$384, Cotati had \$98,692 available this year. The city spent \$38,163 and rolled over \$60,530 of funding for future years' expenditures. The funds that were expended in FY10 were used for pothole repairs, maintaining traffic and directional striping and signage, removal of encroaching vegetation along roadways for safety and access, and maintain and repairing drainage facilities along roadways to prevent flooding.

Pothole repair work was done at the following locations:

- Water Road at Issel
- Cypress Avenue, Nelson to city limits
- Old Redwood Highway, George to 116
- Alder Avenue, Helman to 116
- Derby Lane, 116 to Madrone
- Redwood Drive, Helman to city limits
- Myrtle Avenue, Maklin to Wren Drive
- Helman Lane, Alder to Redwood Drive
- Braden Court
- Commerce Boulevard, Old Redwood Highway to city limits
- West Cotati Avenue, Maple to 116

Drainage repair and maintenance was performed from West Cotati Avenue, El Rancho, to Highway 101.

Vegetation removal for safety and visibility occurred along the following roads:

- | | |
|----------------------|--|
| • East Cotati Avenue | • Lakewood Drive |
| • West Sierra Avenue | • Amber Lane |
| • Cypress Avenue | • Houser Street |
| • West School Street | • Aaron Street |
| • Eucalyptus Avenue | • Portal Street |
| • Maple Avenue | • Old Redwood Highway at State Route 116 |



City of Healdsburg

The City of Healdsburg received \$65,208 Measure M- LSR funds this year. Combined with unspent prior years' allocations of \$77,676 and \$44 of interest, Healdsburg rolled over \$142,928 of funding for future years' expenditures. It is anticipated that the three year accumulated balance will be spent in FY12 on the Healdsburg Bridge rehabilitation project as a local match for federal and/or state funding.

Town of Windsor

The Town of Windsor received \$137,440 in Measure M- LSR funds this year. The city rolled over its' entire allocation for future improvements to be determined.

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 2010, the SCTA distributed \$1,537,267 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 2009-10**

LBT Jurisdiction	FY 09/10 Allocations
County	\$810,106
Santa Rosa	\$507,514
Petaluma	\$182,150
Healdsburg	\$ 37,497
Totals	\$1,537,267

Sonoma County Transit received and expended \$810,106 in Measure M – LBT funds this year. All of the Measure M – LBT funds were expended on transit and paratransit operations. There were 1,254,009 passenger trips taken on Sonoma County Transit and 34,442 passenger trips taken on Sonoma County paratransit. In comparison with Fiscal Year 2009, Sonoma County's fixed-route and paratransit services experienced ridership decreases of 9.94 and 12.48 percent, respectively.

The significant decrease in fixed-route ridership can be attributed largely to a 15% service reduction that occurred on June 28, 2009. The reduction was in response to reduced sales tax based transit funding and cancellation of the State Transit Assistance (STA) program for FY10. While paratransit service saw a decrease in demand during FY10, both fixed-route and paratransit have been impacted by the down economy which has resulted in reduced shopping and work commute trips.

Santa Rosa CityBus received \$507,514 in Measure M – LBT funds this year. Combined with \$2,465 in interest, CityBus rolled over \$509,979 for a future year's expenditure. It is anticipated that CityBus will use the banked Measure M funds to be matched with Proposition 1B, State Local Partnership Program (SLPP) funds to purchase rolling stock.





Petaluma Transit received and spent \$182,150 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 \$37,497 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 and a reduction in Transportation Development Act (TDA) and STA operating revenue 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 each 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 began with a balance of \$53,035,565. Revenues and adjustments to the program totaled \$8,369,002, while expenditures within the program totaled \$18,789,949, leaving the program with an ending balance of \$42,614,618.

The Measure M – Highway 101 Program account is expected to see expenditures continue to increase over the next few years as projects go to construction. To advance the Highway 101 program, Measure M bonded against its future revenue in 2008. A second bond offering is anticipated for next fiscal year, in order to continue with strategic plan funding of future years expenditures.

The following table summarizes FY10 disbursements against the Measure M – Highway 101 Program fund:

**Table 4 – Highway 101 Program
Fiscal Year 2009-10 Project Disbursements**

Project Name	Disbursements
Wilfred	\$ 3,834,439
North	\$6,665,879
Central	\$2,070,242
MSN-County Line to Petaluma River	\$1,909,757
MSN-Petaluma River to Old Redwood Highway	\$2,088,693
Financing	\$2,220,939
TOTAL	\$18,789,949

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



HIGHWAY 101 PROJECTS



HIGHWAY 101 PROJECT #1 - WILFRED ROHNERT PARK EXPRESSWAY TO SANTA ROSA AVENUE

This project will widen U.S.101 from four to six lanes to extend HOV lanes for about 1.6 miles just north of the Rohnert Park Expressway overcrossing to Santa Rosa Avenue overcrossing in Rohnert Park. The project also upgrades the highway to current standards, adds an auxiliary lane, provides ITS elements, and constructs a new undercrossing to connect Wilfred Avenue to Golf Course Drive. This project will complete one of the remaining portions of the planned continuous U.S.101 HOV lane system.

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 High Occupancy Vehicle (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 Undercrossing
- A two lane collector-distributor road between Wilfred Avenue and Santa Rosa Avenue on southbound Route 101
- Auxiliary lanes between Rohnert Park Expressway Overcrossing to Wilfred Avenue/Golf Course Drive Interchange
- Auxiliary Lane northbound from Wilfred/Golf Course to Santa Rosa Avenue Overcrossing



Caltrans 2010



- 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

Phase L - Follow-up Landscaping

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

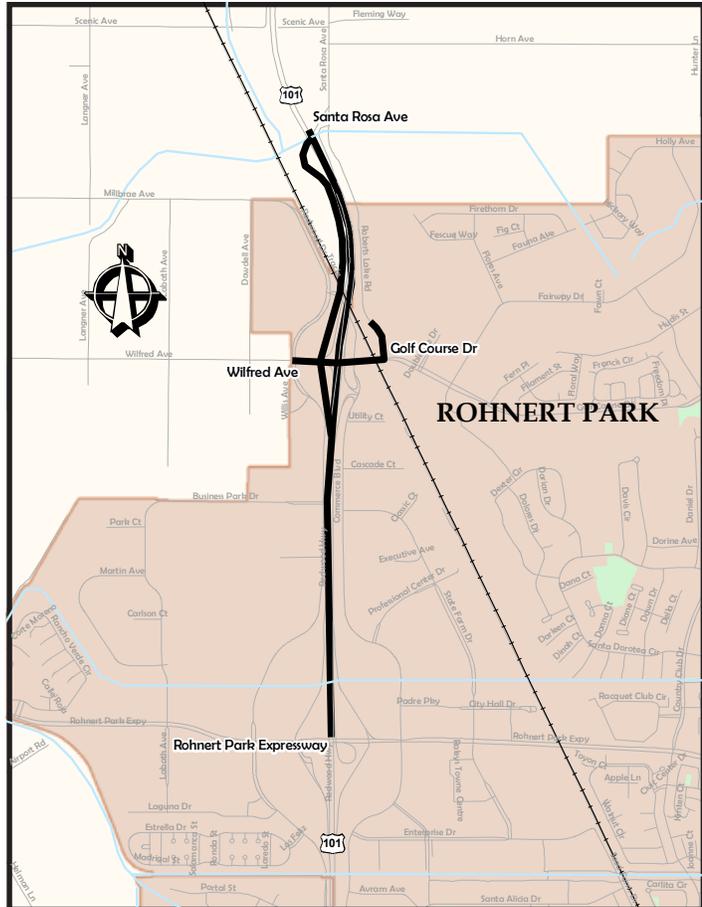
Project Status / Schedule:

Wilfred - Construction of the roadway phase of the Wilfred project continued throughout FY10. The project is ahead of schedule and expected to be completed by December 2013.

Phase L - SCTA's 2009 Strategic Plan provides for Measure M funding the design of a follow-up landscaping project. The project schedule is dependent upon securing funding for the construction phases of the project.

Fiscal Year 2009-10 Expenditures:

In FY10, SCTA expended a total of \$3,834,439 in Measure M – Highway 101 Projects Program funds on the Wilfred project, as shown in the following table:



Phase	Wilfred	Wilfred-L	Total
ROW CAP	\$92,511	\$0	\$92,511
CON CAP	\$3,708,825	\$0	\$3,708,825
PM	\$32,914	\$189	\$33,103
Total	\$3,834,250	\$189	\$3,834,439



HIGHWAY 101 PROJECT #2 - NORTH STEELE LANE IN SANTA ROSA TO WINDSOR RIVER ROAD IN WINDSOR

This project has been split into four phases, Phase A – Highway 101 High Occupancy Vehicle (HOV) Lanes; Phase B- Airport Boulevard & Fulton Road Interchange Improvements; Phase C, 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. Phase S 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

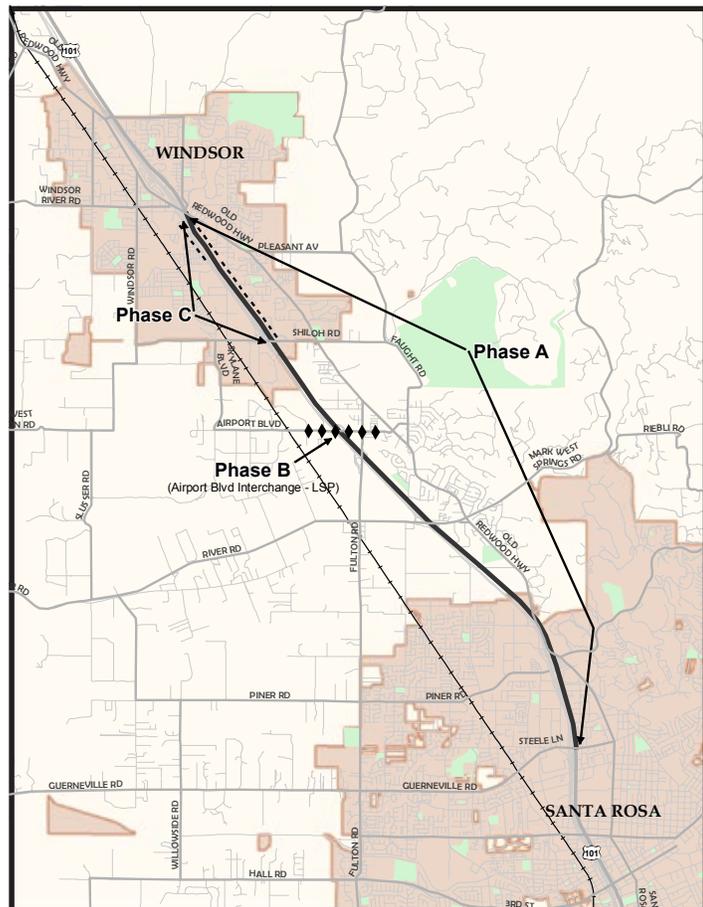
- Construct northbound and southbound High Occupancy Vehicle (HOV) Lanes and provide standard 10 feet shoulders
- Upgrade on and off-ramps and provide HOV bypass lanes where feasible;
- Rehabilitate existing highway;
- Upgrade drainage;
- Widen bridges at Mark West Creek, Pool Creek, and Pruitt Creek;
- Construct southbound auxiliary lanes at the Hopper Avenue and Mendocino Avenue on-ramps;
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way;
- 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

- 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

Phase C – Soundwalls in Windsor

- Construct soundwalls at various locations between Shiloh Road and Windsor River Road



PROJECT LOCATION



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) and design of Phase A were both completed in October 2007. The EA/EIR was revalidated in June 2010 for Phase B to include the replacement of the Airport Boulevard Overcrossing thus combining the original interchange improvements with Sonoma County's Local Street Program (LSP) Airport Boulevard – Phase IV project.

Phase A –The project was the recipient of \$68.4M in Proposition 1B CMIA funding. The project is under construction and will be completed in Fall 2010.

Phase B - SCTA and Sonoma County Public Works advanced the design and right of way acquisition for the North-B project. The advance state of project readiness allowed SCTA to secure \$18.8 Million in CMIA funds to fully fund construction. The total project budget, including Measure M, CMIA, State and Local Partnership Program (Prop 1B) and County funds is \$41.6 Million. The design and right of way phases are expected to be completed by September 2011, with construction starting in December 2012 and completing by December 2014.

Phase C – SCTA used Measure M funds to advance the design and right of way acquisition for the North-C project. The advance state of project readiness allowed SCTA to secure \$3.45 Million to fully fund construction. The design and right of way phases are expected to be completed by September 2011, with construction starting in December 2012 and completing by December 2014.

Phase L - SCTA's 2009 Strategic Plan provides for funding the design of a follow-up landscaping project. The project schedule is dependent upon securing funding for the construction phases of the project.

Fiscal Year 2009-10 Expenditures:

In FY10, SCTA expended a total of \$6,665,879 in Measure M – Highway 101 Projects Program funds on the North project as shown in the following table:

Phase	North A	North B	North C	North L	Total
Environmental	\$344,700	\$289,818	\$0	\$0	\$634,518
PS&E	\$64,385	\$332,000	\$66,894	\$0	\$463,279
ROW SUP	\$92,178	\$0	\$0	\$0	\$92,178
ROW CAP	-\$156,419	-\$13,120	\$0	\$0	-\$169,539
Mitigation	\$0	\$0	\$0	\$0	\$0
CON CAP	\$5,532,299	\$0	\$0	\$0	\$5,532,299
CON SUP	\$0	\$0	\$0	\$0	\$0
PM	\$56,914	\$54,035	\$1,801	\$394	\$113,143
Total	\$5,934,057	\$662,733	\$68,695	\$394	\$6,665,879



HIGHWAY 101 PROJECT #3 - CENTRAL OLD REDWOOD HIGHWAY IN PETALUMA TO ROHNERT PARK EXPRESSWAY IN ROHNERT PARK

This project has been split into three 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.

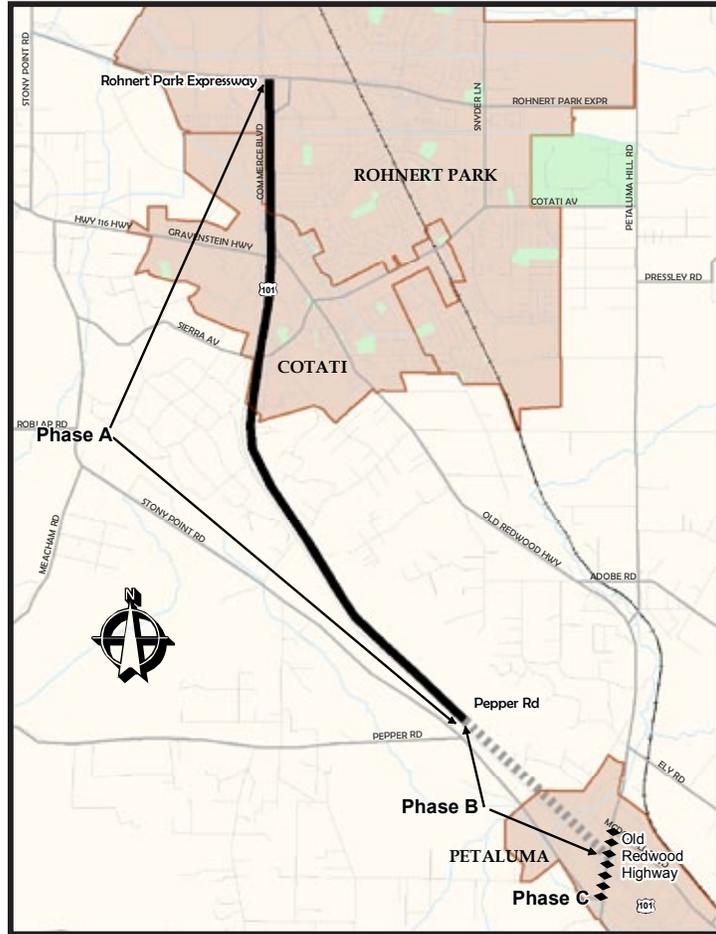
Additional Project Details:

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 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 undercrossing and modify the interchange ramps for improved alignment, HOV bypass lanes, ramp metering and CHP enforcement areas;
- Correct the profile of Highway 101 at the Route 116 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 soundwalls 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 soundwall in Petaluma.



PROJECT LOCATION



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

- Replace Old Redwood Highway Overcrossing with 4-lane structure
- Re-construct ramps to Highway 101 at Old Redwood Highway, Including HOV bypass lanes, CHP enforcement areas, and ramp metering
- Construct southern portion of soundwall 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 \$118.25 Million in Corridor Management Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund Phase A of the Central Project. The construction contract was awarded on December 23, 2009. Construction is ahead of schedule and expected to be complete prior to December 2012.

Phase B - SCTA used Measure M funds to advance the design and right-of-way acquisition for the Central B project. In May 2010, the advance state of project readiness allowed SCTA to leverage an additional \$22.8 Million in CMIA funds to fully fund construction. The total project budget, including Measure M and CMIA funds is \$25.02 Million. The design and right of way phases are expected to be complete in August 2010, with construction starting in Spring 2011 and completing by December 2012.

Phase C – SCTA and Petaluma have secured \$41.6 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. Design and right-of-way acquisitions are expected to be complete by December 2011. Construction is scheduled to commence in Spring 2012, with completion by December 2014.

Phase L – SCTA’s 2009 Strategic Plan provides for Measure M funding the design of a follow-up landscaping project. The project schedule is dependent upon securing funding for the construction phases of the project.

Fiscal Year 2009-2010 Expenditures:

In FY10, SCTA expended a total of \$2,070,242 in Measure M – Highway 101 Projects Program funds on the Central project, as shown in the following table:

Phase	Central A	Central B	Central C	Central L	Total
Environmental	\$342,106	\$0	\$530	\$0	\$342,636
PS&E	\$278,790	\$548,124	\$0	\$0	\$826,913
ROW SUP	\$38,569	\$1,245	\$0	\$0	\$39,814
ROW CAP	-\$417,008	\$20,044	\$0	\$0	-\$396,963
Mitigation	\$734,836	\$0	\$0	\$0	\$734,836
CON SUP	\$222,214	\$0	\$0	\$0	\$222,214
CON CAP	\$190,000	\$0	\$0	\$0	\$190,000
PM	\$65,223	\$33,786	\$11,594	\$189	\$110,791
Total	\$1,454,729	\$603,199	\$12,124	\$189	\$2,070,242



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 seven (7) fully funded projects (A1, A2, B1, B2, B3, C1, and L1) and two partially funded projects (B4 and C2). The future remaining phase is not currently funded.

Project Scope:

- Reduce recurrent congestion on Highway 101 by construction 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.

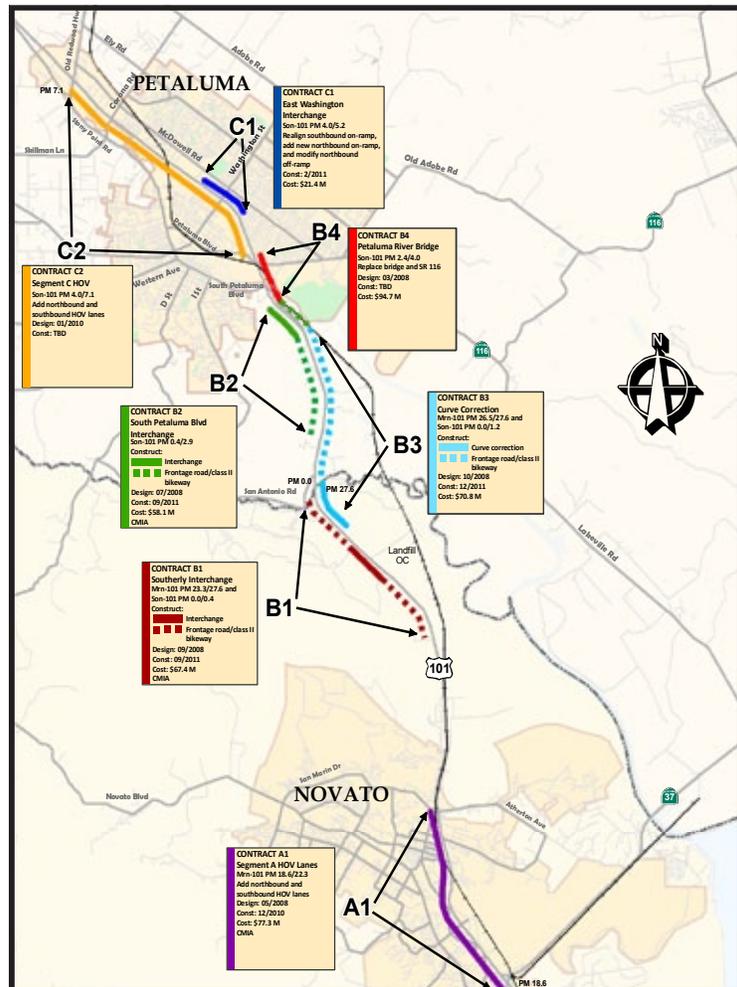
Additional Project Details:

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

- Add northbound HOV lane from Route 37 to north of Atherton Avenue
- Add southbound 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 Avenue Undercrossing bridges for northbound HOV lane.

Contract A2 – Southbound Highway 101 High Occupancy Vehicle (HOV) Lanes from Franklin Overhead to Rowland Blvd.

- Add southbound HOV lane from Franklin Overhead to Rowland Boulevard.
- Widen shoulders
- Widen Novato Creek Bridge for southbound HOV lane.



PROJECT LOCATION



Contract B1 – San Antonio Road Interchange and Frontage Roads

- 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 Boulevard South Interchange and Frontage Roads

- 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

- 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 new Contract B2 east side of frontage road
- Construct Class I and Class II bikepath along frontage roads

Contract B4 – Petaluma River and Route 116 (East) Bridges

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

Contract C1 – East Washington Street Interchange

- Reconfigure the on-ramp from East Washington Street to southbound Highway 101, providing for an HOV bypass lane;
- Construct a new on-ramp from westbound East Washington Street to northbound Highway 101, providing for an HOV bypass lane and including a 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 Old Redwood Highway in Petaluma
- Widen shoulders
- Construct HOV-bypass lanes and ramp metering at various ramp locations
- Add 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 profile of Route 101
- Construct Rainer Undercrossing bridge

Contract L1 – Follow-up Landscaping

- Landscape Highway 101 from Route 37 to Old Redwood Highway

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 Segments A;
- Widen Franklin Overhead and Olive Undercrossing bridges for SB HOV lane in Segment A;
- Additional landscaping not covered in Contract L1



Project Status / Schedule:

Caltrans completed the environmental document in October 2009.

Phase 1 (Contracts A1, A2, B1, B2, B3, and L1) - Caltrans, SCTA and Transportation Authority of Marin (TAM) secured \$272.5 Million in Corridor Management Investment 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. In May 2010, TAM secured an additional \$1.8 Million in CMIA funds for Contract A2.

Design and right of way are complete on **Contract A1**, and it is scheduled to go to construction in Spring 2011. Design is underway on **Contract A2**, and it is scheduled to go to construction in Summer 2012. Construction on both Contracts A1 and A2 are scheduled to be complete prior to December 2013.

Contracts B1 and B2 Contracts B1 and B2 are scheduled to start construction by Summer 2012 and be completed prior to December 2014 .

Contract B3 is scheduled to complete design and right of way acquisition by Spring 2012. The uncertainty of State Transportation Improvement Program (STIP) funds may delay the start of construction until Fiscal Year 14/15. SCTA is working to advance funding to allow construction to start in 2012.

Contract C1 – SCTA and the City of Petaluma secured \$22,950,000 in Measure M, City of Petaluma, and Federal Earmarks and appropriation funding to fully fund Contract C1. The design and right of way phases are scheduled to be complete by January 2011 Contract C1 is scheduled to go to construction in Fall 2011 and be completed by Summer 2013.

All STIP funding for **Contract L1** has been delayed until Fiscal Year 14/15. SCTA is working to advance funding to allow design and construction to commence earlier.

Phase 2 (Contracts B4, C2, and Additional Contracts to be Developed)

Contract B4 has advanced design using Measure M funding and is scheduled to complete design by December 2011. Approximately \$90 Million is needed to fully fund the right of way and construction phases of this project.

Contract C2 - SCTA has advanced design using Measure M funding and is scheduled to complete design by Spring 2012. Approximately \$90 Million is needed to fully fund the right of way and construction phases of this project.

Future Contracts - Subsequent contracts will be developed as funding is secured.

Fiscal Year 2009-10 Expenditures:

In FY10, SCTA expended a total of \$3,998,450 in Measure M – Highway 101 Projects Program funds on the MSN project as shown in the following table:

Phase	B2	B4	C1	C2	Total
PAED	\$25,206	\$0	\$0	\$0	\$25,206
PS&E	\$1,417,655	\$1,957,599	\$0	\$456	\$3,375,710
ROW SUP	\$257,528	\$0	\$0	\$0	\$257,528
ROW CAP	\$100,000	\$0	\$0	\$0	\$100,000
PM	\$109,368	\$73,074	\$27,513	\$30,052	\$240,006
Total	\$1,909,757	\$2,030,673	\$27,513	\$30,507	\$3,998,450



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 \$14,298,332 to an ending balance of \$17,456,788. Disbursements in the amount of \$52,116 were made to one project.

The following table summarizes FY10 appropriations and disbursements:

Table 5 - LSP Program Reporting - Fiscal Year 2009-10

LSP Project Name	Beginning Appropriation Balance	FY 09/10 Appropriation	FY 09/10 Disbursements	Ending Appropriation Balance
Penngrove & Railroad Avenue	\$19,983	\$ 0	\$ 0	\$19,983
Airport Boulevard	\$47,323	\$ 0	\$ 0	\$47,323
Hearn Avenue Interchange	\$52,116	\$ 0	\$52,116	\$ 0
Totals	\$119,422	\$ 0	\$369,759	\$67,306

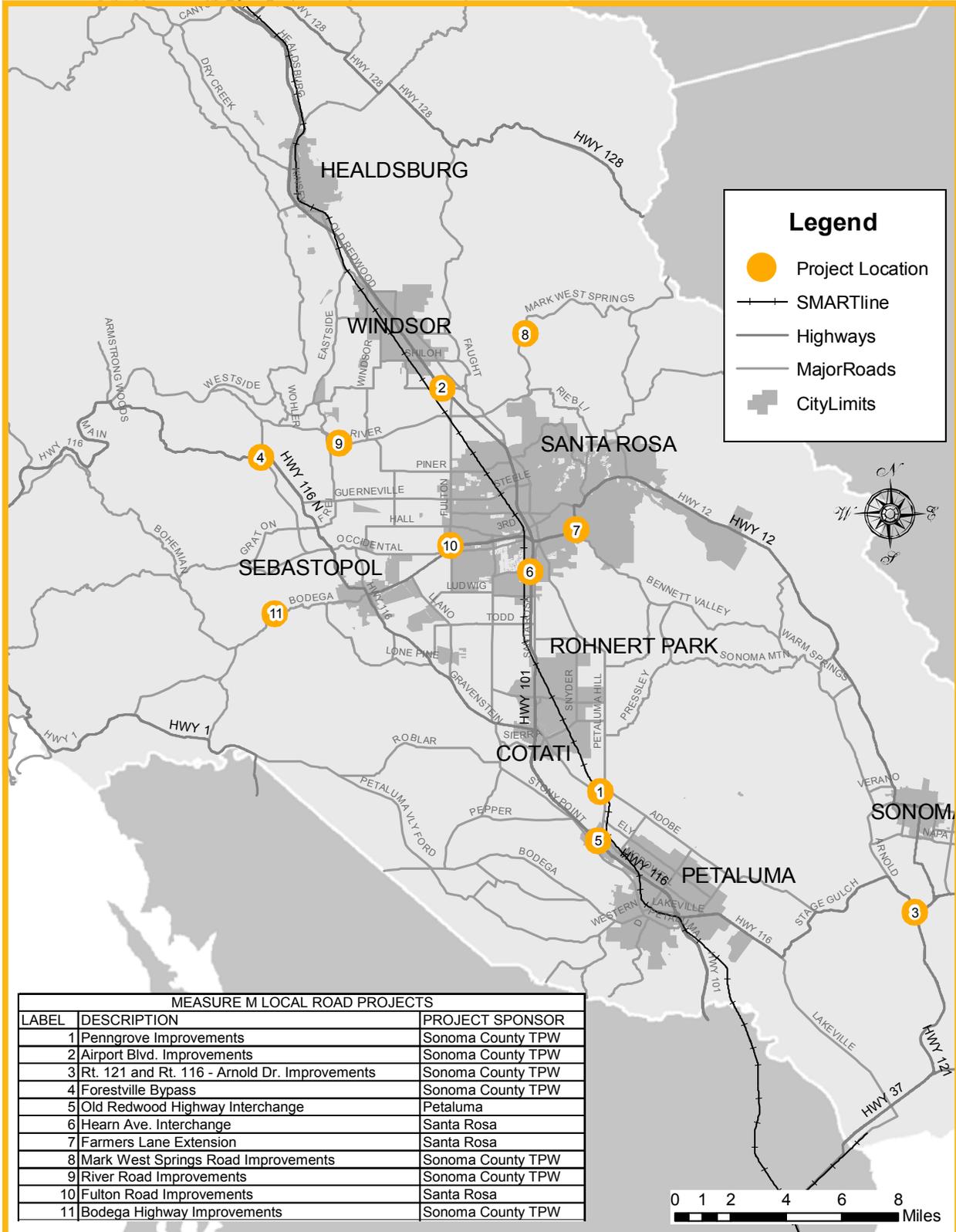
1. FY09 Annual Report listed 08/09 Disbursements for Hearn at \$95,350. There was a pending invoice for \$5,181 as Accounts Payable. This invoice has been paid and is reported in FY08/09. Balances have been corrected.
2. FY09 Annual Report listed the Appropriation Ending Balance for Penngrove at \$19,985. The correct ending balance should have been \$19,983. The County submitted requests in FY10 to release the balance of funding for Airport Phase I and Penngrove projects.

The following information sheets describe the status of the three LSP projects receiving funding in fiscal year 2010:



LOCAL STREETS PROJECTS

The following exhibits describe the status of the three LSP projects that had funding available for expenditure in FY10:



LOCAL STREETS 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 would 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 of Airport Boulevard to accommodate additional lanes between Highway 101 and Aviation Boulevard and signalization of the intersection of Aviation Boulevard and Airport Boulevard. Phase 1A work has been completed.

Phase 2 is 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 initial design work has just started. No schedule for construction has been set.

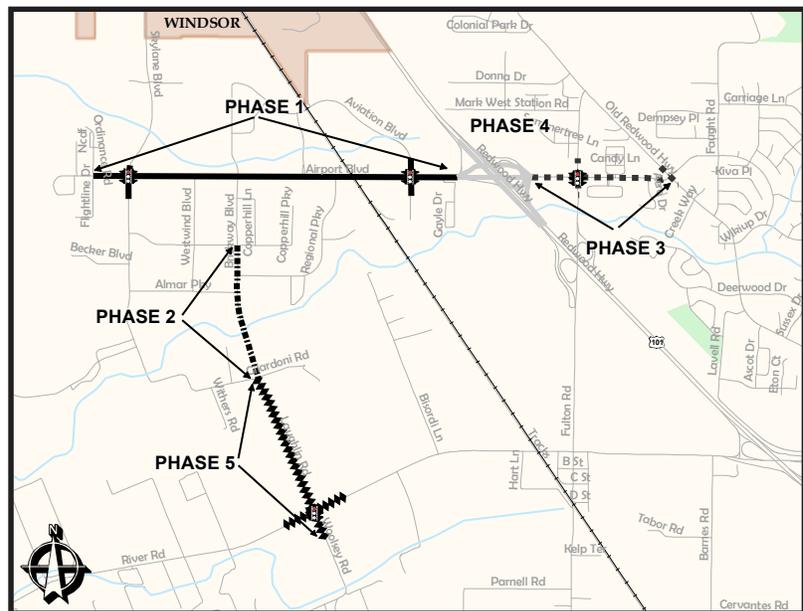
Phase 3 is the widening of Airport Boulevard between Old Redwood Highway and Highway 101. Funding for preliminary engineering and environmental phases has been identified and initial design work has just started for the widening between Fulton Road and Highway 101 and signalization of the intersection of Fulton Road and Airport Boulevard. The project is now fully funded with construction anticipated to start in the Summer of 2012.

Phase 4 is the construction of a new Airport Boulevard interchange project. Environmental revalidation has been completed. Design of the new five-lane interchange is at the 35% stage. The project is now fully funded with construction anticipated to start in the Summer of 2012. See the Highway 101 Project #2 – North information sheet for more information on the interchange project.

No work has begun on Airport Boulevard Phase 5 which extends Laughlin Road from River Road to Brickway Boulevard.

Fiscal Year 2009-2010 Appropriations and Disbursements:

There were no appropriations or disbursements made for project in FY 10. The County carries over a prior appropriation balance of \$47,323 on the Airport Boulevard Improvement project for future year's expenditures.



PROJECT LOCATION



LOCAL STREETS PROJECTS

FARMERS LANE EXTENSION

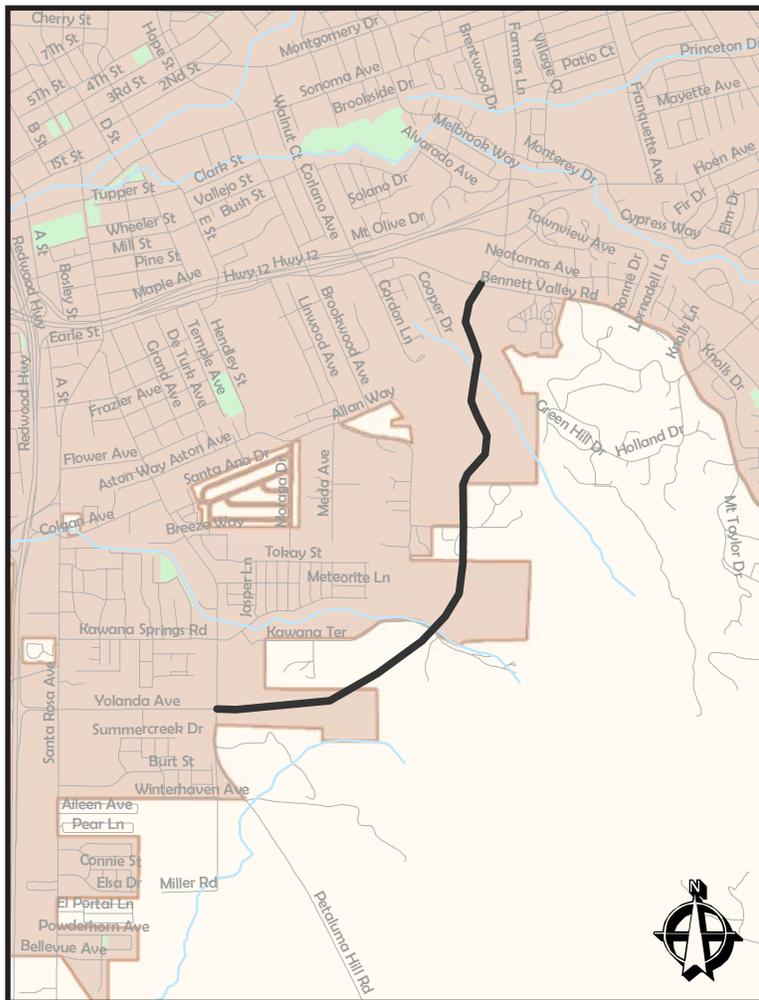
Project Scope:

This project will construct a new extension of Farmers Lane carrying regional and local traffic from the intersection of Bennett Valley Road and Farmers Lane to Petaluma Hill Road at Yolanda Avenue, a distance of approximately two miles.

Additional Project Details:

With the addition of the new street, Farmers Lane Extension will reduce delays and associated air pollution, decrease traffic volumes on neighborhood streets, and provide a connection for bicycle traffic from Petaluma Hill Road to northeastern Santa Rosa. It will also serve both regional and local traffic accessing the Sonoma County Fairgrounds and shopping areas. Based on funding availability, the project could be constructed in phases from Bennett Valley Road to Aston Avenue (Phase 1), Aston Avenue to Linwood Avenue (Phase 2), Linwood Avenue to Kawana Springs Road (Phase 3), and Kawana Springs Road to Yolanda Avenue (Phase 4).

PROJECT LOCATION



Project Status / Schedule

The acquisition of the Open Space District Taylor Mountain property has been completed. Phase 1 design and right-of-way acquisition is scheduled for completion in December 2011. Phase 1 construction is anticipated to start in FY 12/13 based on the State committing Proposition 1B-State and Local Partnership Program (SLPP) funding to the project. Schedules for Phases 2, 3, and 4 will be contingent on the completion of design, right-of-way acquisition, and environmental permitting phases of work.

Fiscal Year 2009-2010 Appropriations and Disbursements:

There were no appropriations or disbursements made for the Farmers Lane project in FY 10. Santa Rosa does not have a carry-forward appropriation balance for the Farmer's Lane project.



LOCAL STREETS 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:

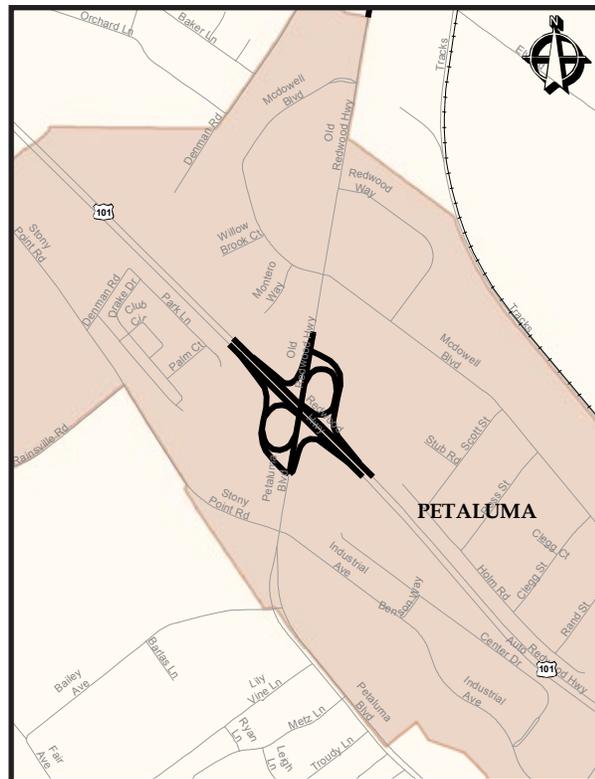
The replacement overcrossing would be elevated (4' to 5') to meet vertical clearance height requirements and to meet current design standards. The partial clover configuration would remain; however, the ramps would be re-aligned to match the new overcrossing alignment. Additionally, ramps would be widened for High Occupancy Vehicle (HOV) bypass lanes, CHP enforcement areas would be provided, and equipment for ramp metering would be installed.

Project Status / Schedule

SCTA and Petaluma have reached an agreement to combine the overcrossing replacement with the Central Highway 101 HOV Lane Project (Phase C). Environmental studies have been completed, and the FEIR for the Central Highway 101 HOV Lane project was re-validated in May 2010 to include the overcrossing replacement. Design and right of way acquisitions are expected to be complete by December 2011. Construction is scheduled to commence in Spring 2012, with completion by December 2014.

Fiscal Year 2009-2010 Appropriations and Disbursements:

There were no appropriations or disbursements of Measure M - LSP funds for FY10. Petaluma does not have a carry over appropriation balance for the Old Redwood Highway Interchange project.



PROJECT LOCATION



LOCAL STREETS PROJECTS

HEARN AVENUE INTERCHANGE MODIFICATIONS

Project Scope:

This project would widen the Hearn Avenue Bridge and 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 Highway 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 new overcrossing. This phase requires coordination with and Project Study Report (PSR) approval from Caltrans.

Project Status / Schedule

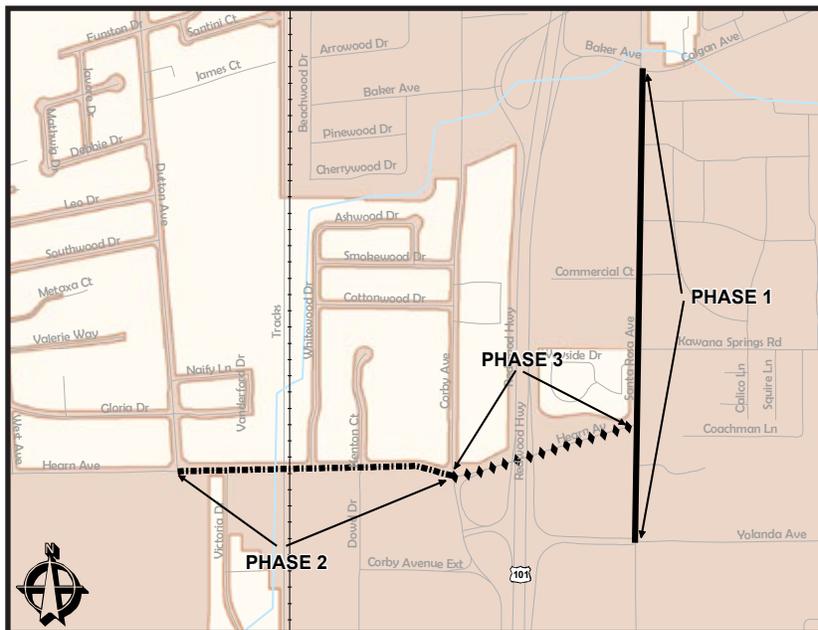
Phase I: Final design is complete and right-of-way has been acquired with construction anticipated to start in July of 2010.

Phase II: Final design is complete and right-of-way has been acquired with construction anticipated to start in July of 2010.

Phase III: The city will continue to work with Caltrans to approve the project Project Study Report in FY 10-11.

Fiscal Year 2009-2010 Appropriations and Disbursements:

In FY10, SCTA disbursed \$52,116 for Hearn Avenue Phase 1 for right-of-way expenses exhausting Santa Rosa's carry forward appropriation balance. New appropriations for construction capital and construction support for Hearn Ave Phase I in the amount \$1,050,000 and Hearn Avenue Phase II in the amount of \$450,000 were approved by the SCTA in FY10 for construction projects starting in FY11.



PROJECT LOCATION

LOCAL STREETS PROJECTS

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, and widen the roadway to allow for turn lanes into and out of existing commercial uses. The capacity of the park and ride lot would be increased from 47 spaces to 94 spaces. The Arnold Drive improvements would include adding a traffic signal at Madrone Road, a signal or 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.

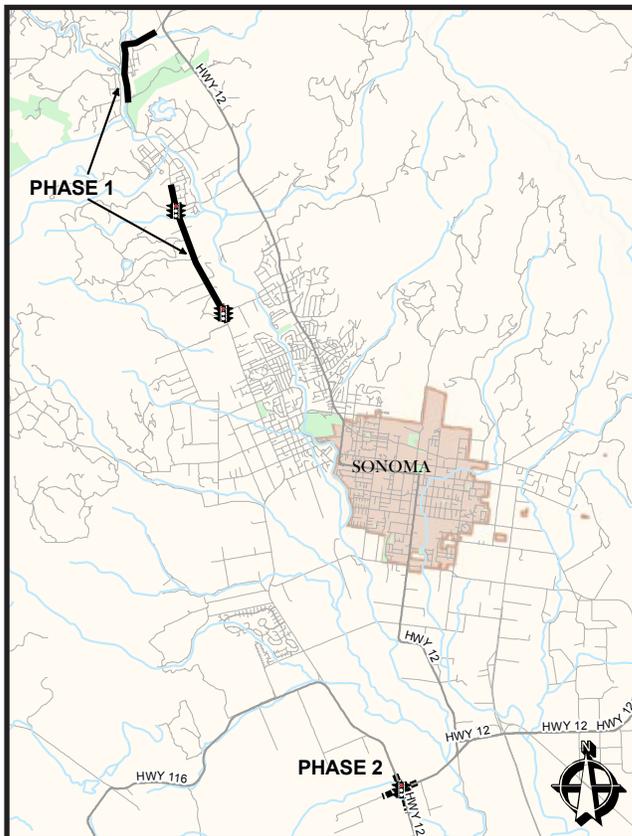
Additional Project Details:

There are two distinct elements to this project, the improvements at various locations along Arnold Drive, which would be constructed in phases, and the improvements at the intersection of 121/116 which will require coordination with and Project Study Report approval from Caltrans. One of the first phases of the project entails widening Arnold Drive in the vicinity of Glen Ellen Market (Phase 0). This widening will include bike shoulders and striping

Project Status / Schedule

The Phase 0 project in Glen Ellen is cleared environmentally, the design of the project has been completed, and the right-of-way has been acquired. Construction is scheduled to begin in FY11 after delays cause to the original schedule due to right-of-way clearance taking longer than anticipated.

PROJECT LOCATION



Fiscal Year 2009-2010 Appropriations and Disbursements:

There were no appropriations or disbursements made for the project in FY10. The County does not have a carry over appropriation balance on the 121/116 Intersection and Arnold Drive Improvement Project.



LOCAL STREETS 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:

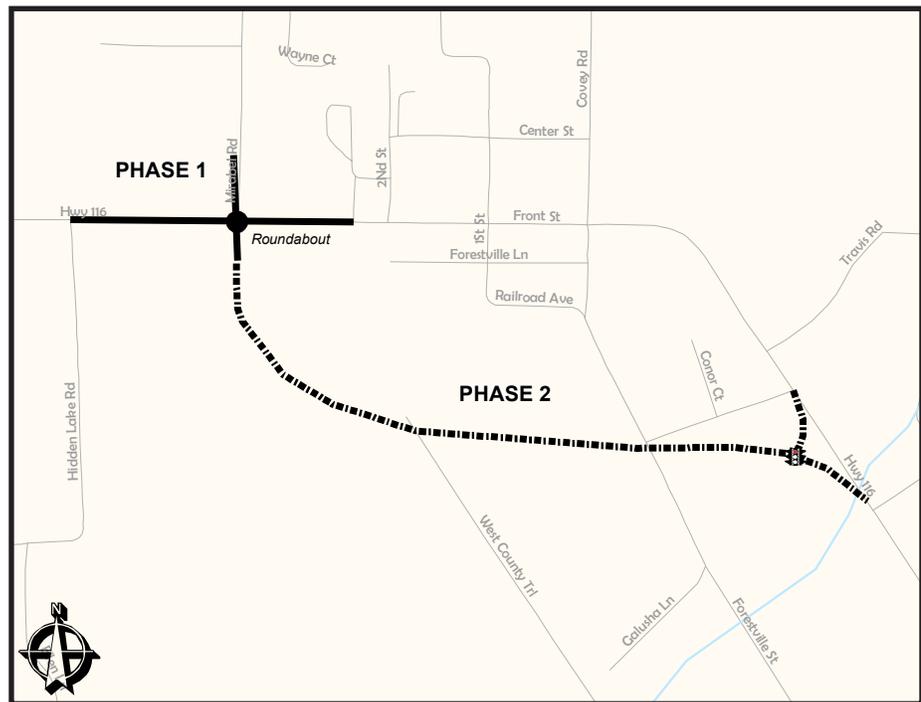
This project has two phases which will be constructed separately. Phase 1 constructs a roundabout at the intersection of Highway 116 and Mirabel Road (SIG/RA). Phase 2 proposes to construct a new roadway (BYPASS) from the intersection of Highway 116 and Mirabel to Highway 116 south of Packing House Road. This project is conceived as a major realignment of Highway 116 out of downtown Forestville. This project will remove gravel quarry truck traffic off the main street of Forestville and off of Highway 116 fronting the Forestville Elementary School. 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 working on the environmental and preliminary engineering phases of Phase 1, with with final design anticipated to begin in FY11 with construction scheduled to start in the Summer of 2012. Caltrans has approved the roundabout design alternative. The roundabout design has received strong local support.

Fiscal Year 2009-2010 Appropriations and Disbursements:

There were no appropriations or disbursements made for project in FY10. The County does not have a carry over appropriation balance on the Forestville Bypass project.



PROJECT LOCATION



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 \$1,440,041 to an ending balance of \$1,485,238. Disbursements in the amount of \$670,119 were made to seven projects.

The following table summarizes FY10 Bike / Ped Project Program appropriations and disbursements:

Table 6 – Bike/Ped Projects Program Reporting - Fiscal Year 2009-2010

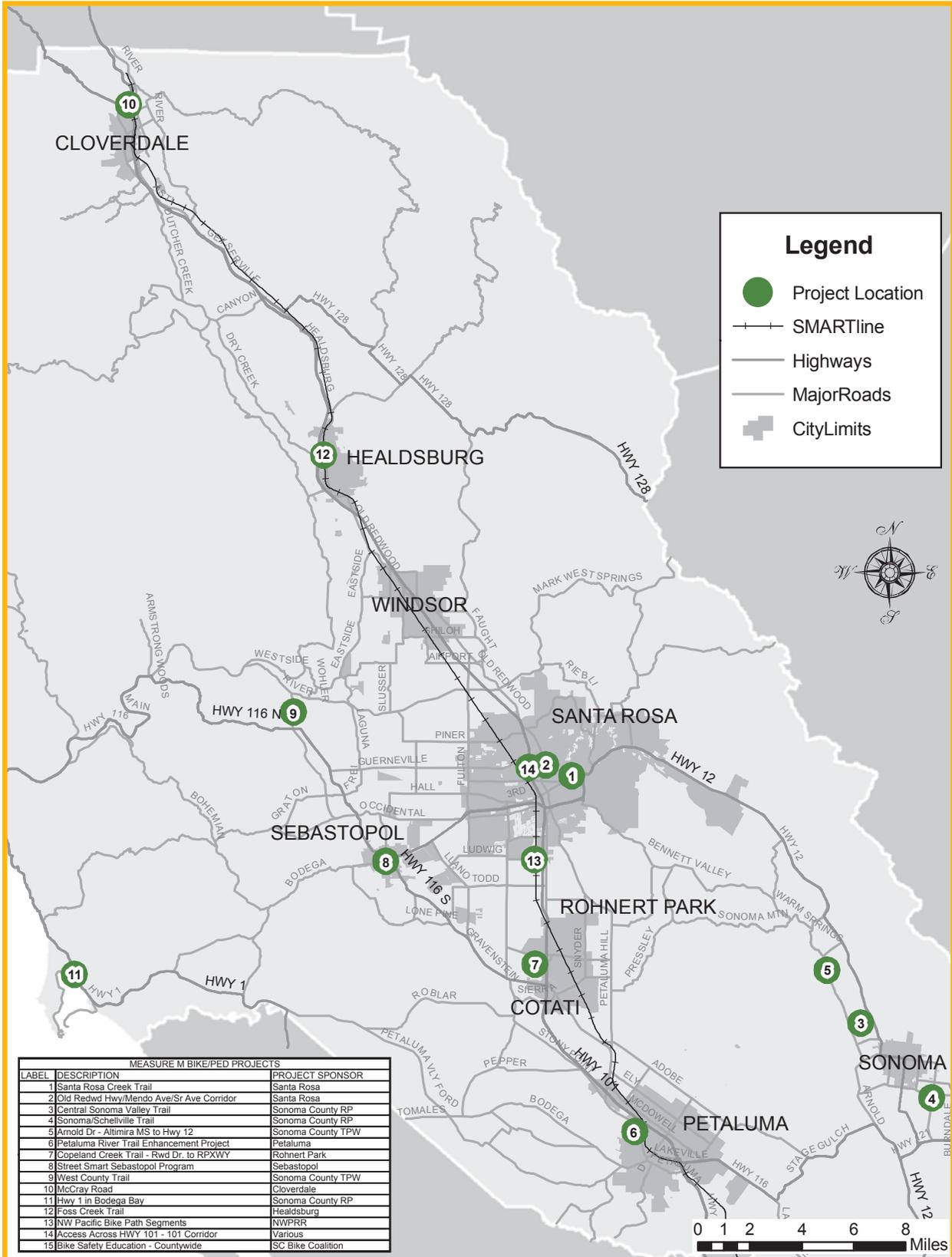
Project Name	Beginning Appropriation Balance	FY 09/10 Appropriation	FY 09/10 Disbursements	Ending Appropriation Balance
Santa Rosa Creek Trail	\$ 48,276	\$ 0	\$31,340	\$ 16,936
Old Redwood/ Mendocino/Santa Rosa Avenue	\$126,159	\$ 0	\$126,159	\$ 0
Access Across 101	\$ 50,000	\$ 0	\$ 50,000	\$ 0
Petaluma River Trail	\$ 29,480	\$ 85,000	\$ 4,583	\$109,897
Copeland Creek Trail	\$ 52,772	\$ 0	\$ 0	\$ 52,772
Street Smart Sebastopol	\$ 59,226	\$500,000	\$374,811	\$184,415
Safety and Education	\$ 30,189	\$ 60,000	\$ 75,984	\$ 14,205
Central Sonoma Valley Trail	\$ 43,325	\$ 0	\$ 0	\$ 43,325
Sonoma/Schellville Trail	\$ 0	\$100,000	\$ 7,242	\$ 92,758
Totals	\$ 439,427	\$745,000	\$670,119	\$514,308

*This project is complete and was delivered under budget.

The following information sheets describe the status of the eight Bike/Ped projects receiving either an appropriation or a disbursement during FY10:



BICYCLE PEDESTRIAN PROJECTS



MEASURE M BIKE/PED PROJECTS		
LABEL	DESCRIPTION	PROJECT SPONSOR
1	Santa Rosa Creek Trail	Santa Rosa
2	Old Redwd Hwy/Mendo Ave/Sr Ave Corridor	Santa Rosa
3	Central Sonoma Valley Trail	Sonoma County RP
4	Sonoma/Schellville 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 Corridor	Various
15	Bike Safety Education - Countywide	SC Bike Coalition



BICYCLE PEDESTRIAN PROJECTS

SANTA ROSA CREEK TRAIL

Project Scope:

Close the gaps along the Santa Rosa Creek Trail in Santa Rosa. This will create a Continuous east-west Class 1 multi use path 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 1), and from Dutton Avenue to Santa Rosa Creek (Phase 2). Additional sections of creek trail will be identified and constructed in the future. This project creates new trail and connects to the existing trail along Santa Rosa Creek, according to the Creeks Master plan authorized by the City of Santa Rosa.

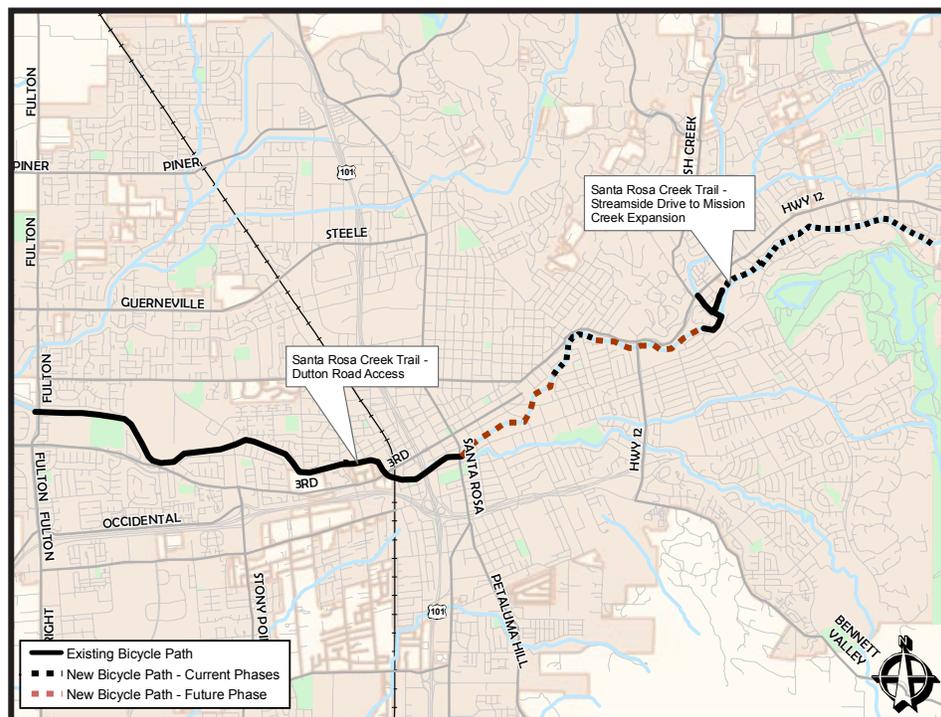
Project Status / Schedule

The city is working on designing and clearing the right of way for Phase 1. The city is also working on environmental studies and preliminary engineering for Phase 2. Construction of Phases 1 and 2 is scheduled for the fall of 2011.

Fiscal Year 2009-2010 Appropriations and Disbursements:

The City of Santa Rosa had \$16,936 available from a prior year's appropriation for Phase 1 (\$1,936 for environmental studies and \$15,000 for construction support). The city did not invoice for Phase 1 activities and there were no new appropriations. The city carries forward its \$16,936 Phase 1 balance for future year's expenditures.

The city also had \$31,340 available from a prior year's appropriation for Phase 2 (\$7,150 for environmental studies and \$24,190 for design). SCTA disbursed \$31,340 for Phase 2, exhausting all appropriations for Phase 2.



PROJECT LOCATION



BICYCLE PEDESTRIAN PROJECTS

CENTRAL SONOMA VALLEY BIKEWAY

Project Scope:

Create 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:

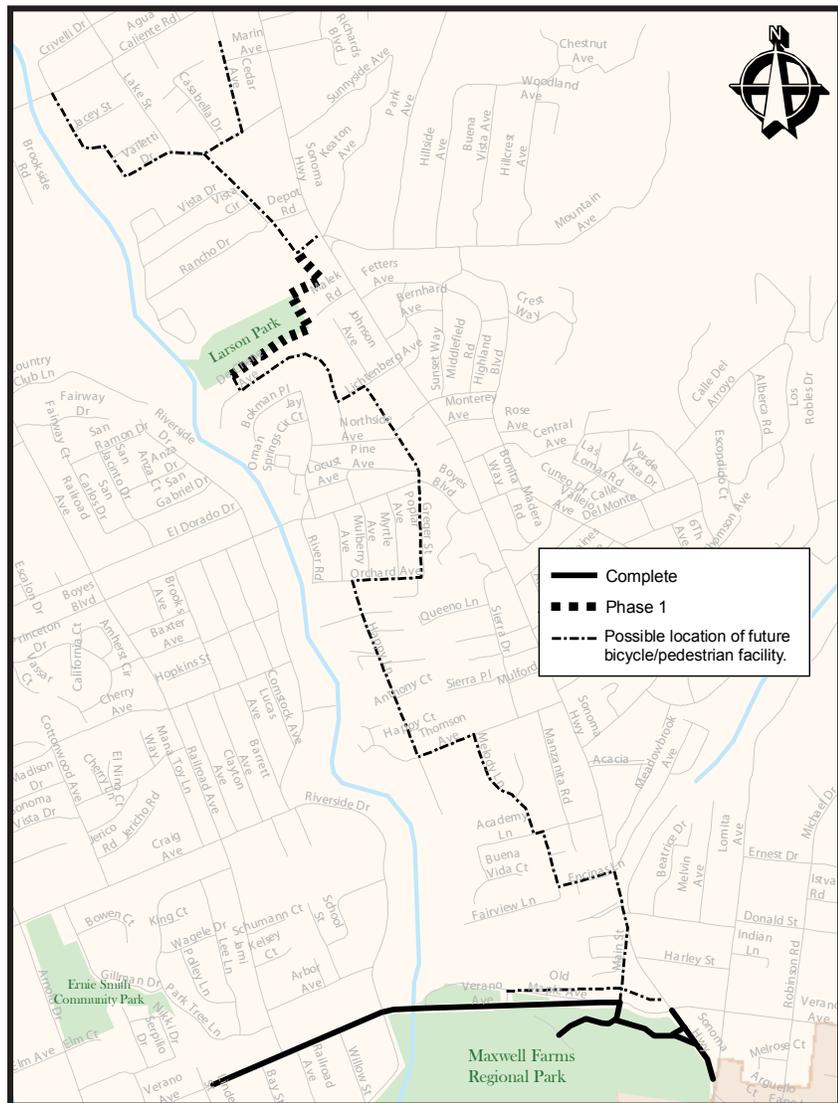
This project will construct a bicycle and pedestrian pathway in multiple phases. The first phase will provide pathway from Larsen Park to Highway 12. The second phase will provide a bikeway from Verano Avenue to Larson Park.

Project Status / Schedule

Trail easements were secured on the Sonoma Charter School property.

Fiscal Year 2009-2010 Appropriations and Disbursements:

The Sonoma County Regional Parks Department did not invoice for Environmental or Design phases during FY10. The Parks Department carries over a balance of \$43,325 for future expenditures (\$26,325 for design and \$17,000 for scoping and environmental).





BICYCLE PEDESTRIAN PROJECTS

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'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 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.

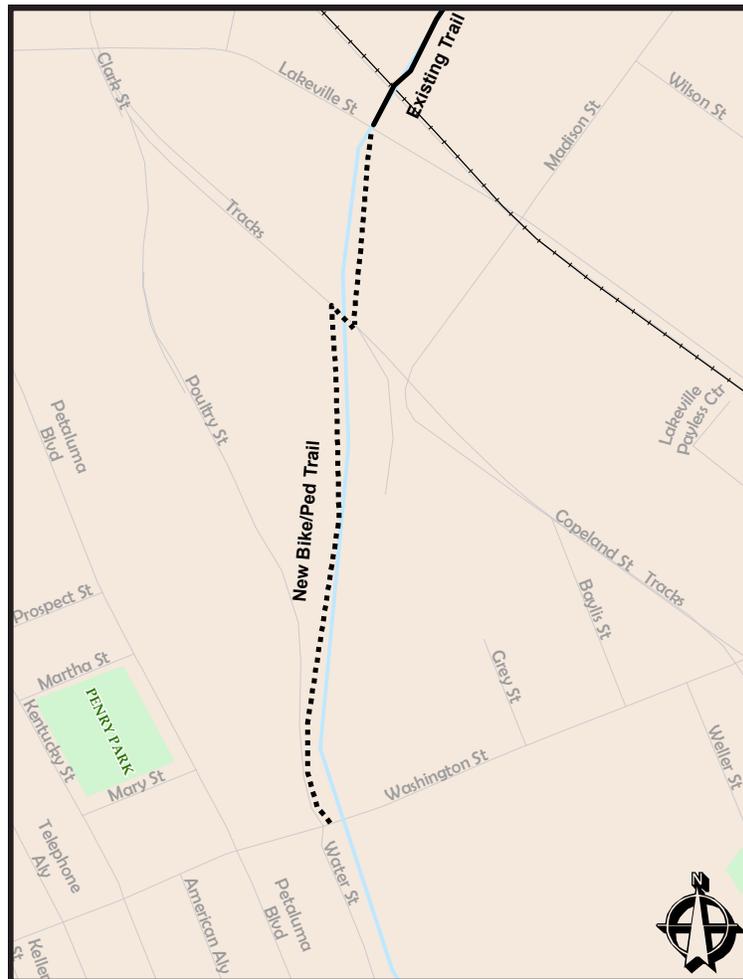
Project Status / Schedule

The City of Petaluma continued with designing and acquiring right-of-way necessary for Phase III. Design is approximately 98% complete and right-of-way acquisition is 50% complete. It is anticipated that Phase III will complete design and right-of-way by late 2011 and begin construction in spring 2012.

Fiscal Year 2009-2010

Appropriations and Disbursements:

In FY10, the SCTA appropriated \$85,000 for the Petaluma River Trail. The City invoiced for and SCTA disbursed \$4,583 (\$2,700 for right-of-way engineering and \$1,883 for the preparation of plans and specifications) for Phase III of the Petaluma River Trail Project. Petaluma carries over an appropriation balance of \$109,897 for future year's expenditures.



PROJECT LOCATION



BICYCLE PEDESTRIAN PROJECTS

COPELAND CREEK TRAIL

Project Scope:

Improve the existing path along Copeland Creek and Laguna de Santa Rosa from Redwood to Hinebaugh Creek (at Rohnert Park Expressway) for pedestrian and bicyclist use.

Additional Project Details:

The Copeland Creek Bike Trail project is a 1.2-mile paved Class I bike path along Copeland Creek west of Highway 101, between Redwood Drive and Rohnert Park Expressway in Rohnert Park. The project consists of asphalt paving of an existing Sonoma County Water Agency service road along the north side of the creek suitable for bicycles and a wide range of pedestrian uses, including wheelchairs, strollers, skateboards and walkers.

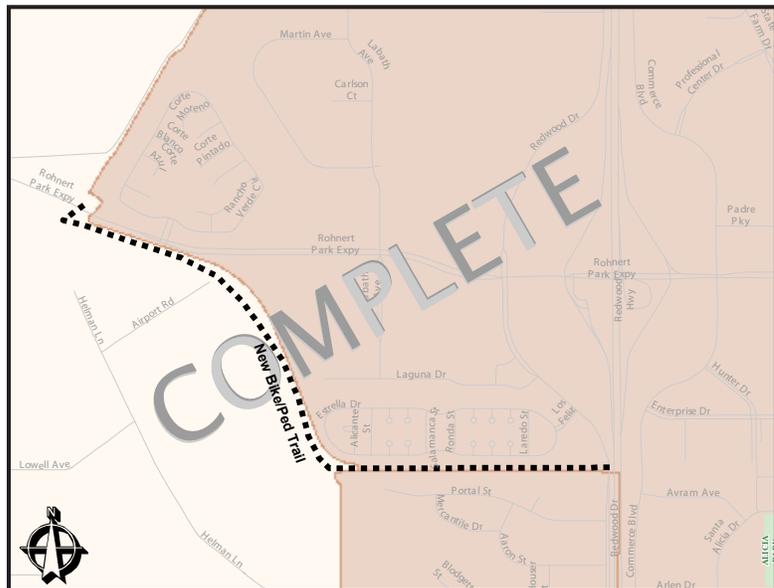
Project Status / Schedule

This project was constructed in summer of 2008. The Notice of Completion was filed on November 25, 2008. The trail/path is open for use. This is the first Measure M project to be completed in its entirety, as listed in the original ballot measure.

Because the city was able to complete the project as listed in the Measure for less than estimated, a balance of \$52,771.05 remained in the city's appropriation. The City of Rohnert Park requested and the SCTA Board approved on March 8, 2010 an amendment to the expenditure plan that makes the remaining balance available for an additional section of the Copeland Creek trail. The funding will be used as matching funds for federal Congestion Mitigation/Air Quality funding. It is anticipated that the city will spend the funding in FY10/11.

Fiscal Year 2009-2010 Appropriations and Disbursements:

There were no new appropriations or expenditures in FY10. The City of Rohnert Park carries forward an appropriation balance of \$52,771.05 for future year's expenditures.



PROJECT LOCATION





BICYCLE PEDESTRIAN PROJECTS

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.



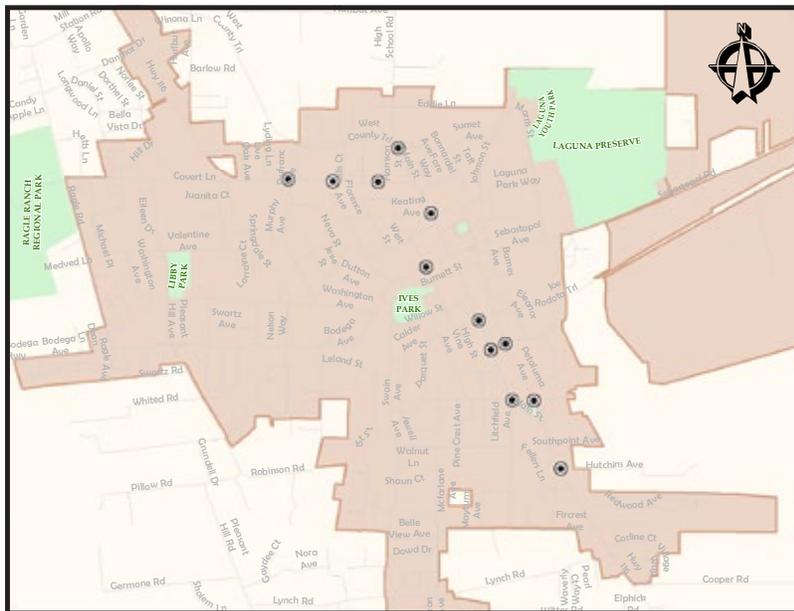
Project Status / Schedule

The Street Smart Sebastopol project will be constructed in phases. The next two phases will complete pedestrian safety improvements at twelve intersections in Downtown Sebastopol, which were prioritized by the City Council for the Street Smart Sebastopol Program in May 2006. 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.

The construction contract for Phase 2 of this project was awarded in September 2010. Construction began in November 2010 and is approximately 85% complete. Measure M funds are being used as a match for the federal funds.

The City completed designing the Phase 3 project in FY10. The city council approved the design and authorized staff to advertise the project in May 2010. The project is currently under construction. The city is

prioritizing intersections to complete as many intersections as the current appropriations will allow. Any intersections not completed under the current bid, will be constructed once additional Measure M funds become available.



PROJECT LOCATION

Fiscal Year 2009-2010 Appropriations and Disbursements:

The City of Sebastopol had an unexpended appropriation balance of \$59,226 from prior years. SCTA appropriated \$500,000 in FY10 and disbursed \$374,811 for match of federal construction funds for Phase 2 and Design of Phase 3 of the project. The City carries over a balance of \$184,415 for future expenditures.



BICYCLE PEDESTRIAN PROJECTS

OLD REDWOOD HIGHWAY - MENDOCINO AVENUE - SANTA ROSA AVENUE BIKELANES

Project Scope:

Create a safer north-south bike route through central Santa Rosa.

Additional Project Details:

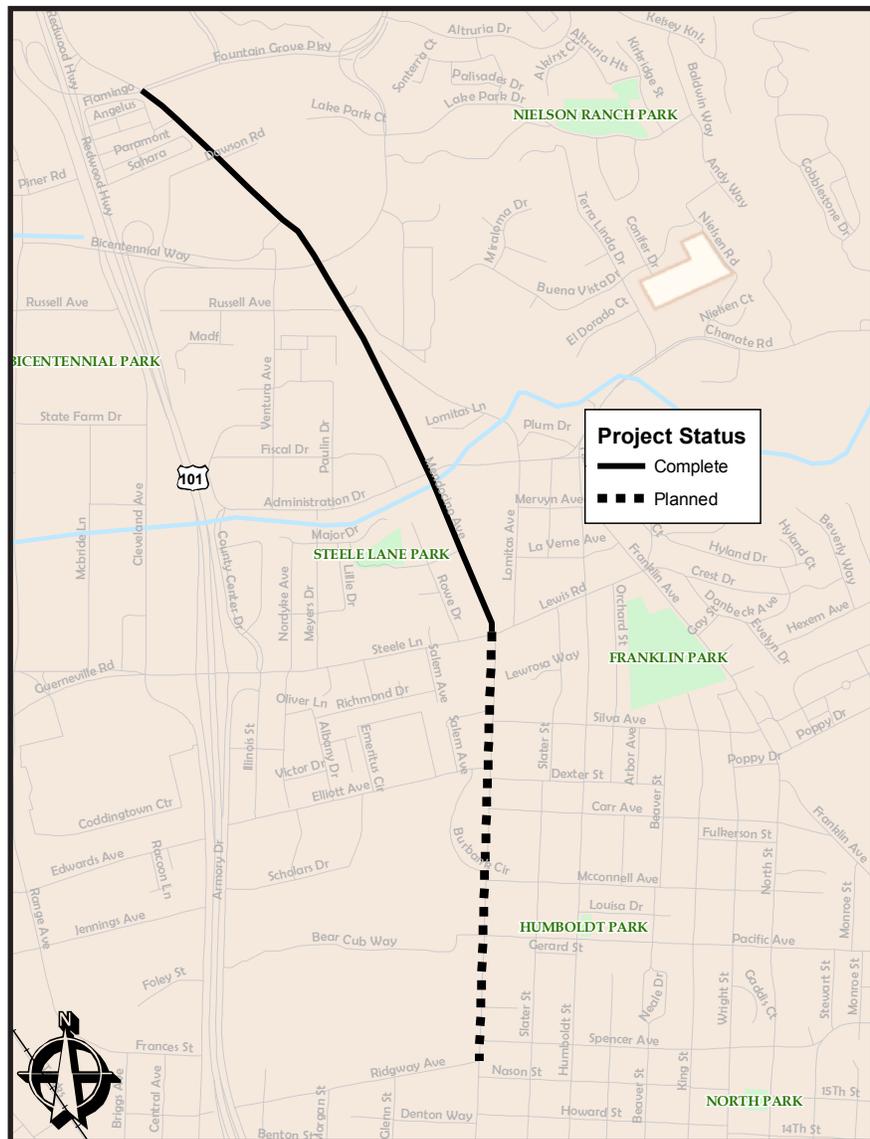
The first phase of this project is located adjacent to Santa Rosa Junior College and modifies median islands and re-stripes Mendocino Avenue between Fountaingrove Parkway and Steele to include bike lanes.

Project Status / Schedule

This project is being constructed in phases. The first phase, which consisted of reconstruction of the median islands, new striping, and signage was completed in FY09. Future phases are to be determined.

Fiscal Year 2009-2010 Appropriations and Disbursements:

The City of Santa Rosa had \$126,159 in unspent prior appropriations, all of which was available in construction capital due to board action transferring remaining balance from design to construction. The City invoiced \$126,159 for construction capital in FY10. This completes the first phase of this Measure M project.



PROJECT LOCATION

BICYCLE PEDESTRIAN PROJECTS

ACCESS ACROSS 101

Project Scope:

Identify key east-west access points across Highway 101.

Additional Project Details:

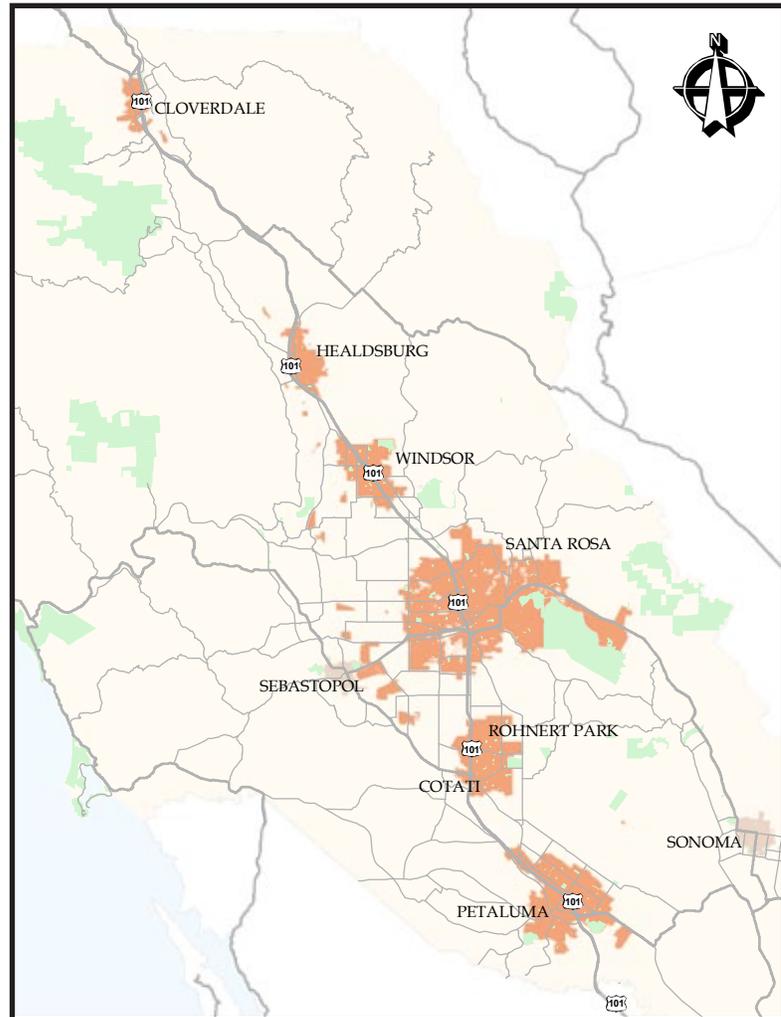
This project category is open to all the jurisdictions adjacent to or bisected by Highway 101 through Sonoma County. The only appropriation to be made in this category thus far has been made to the city of Santa Rosa for a feasibility study for a Class I multi-use ADA accessible crossing over Highway 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 in the vicinity of Santa Rosa Junior College (SRJC). 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 awaits approval by the city council. Future programming of funds for this project has not yet been identified.

Fiscal Year 2009-2010 Appropriations and Disbursements:

\$50,000 was expended on the feasibility study for SRJC overcrossing. This expenditure exhausted the only appropriation for this project. There were no new appropriations in FY10.



PROJECT LOCATION



BICYCLE PEDESTRIAN PROJECTS

SONOMA SCHELLVILLE BIKE TRAIL

Project Scope:

Create a new Class I path to connect Hwy 121 to the City of Sonoma's Class I path through town.

Additional Project Details:

This project will construct 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 intersection of Highway 121 and ends at the city limits of Sonoma. The proposed trail will also serve as a link to the planned Bay Trail, which is a high priority project for the Association of Bay Area Governments.

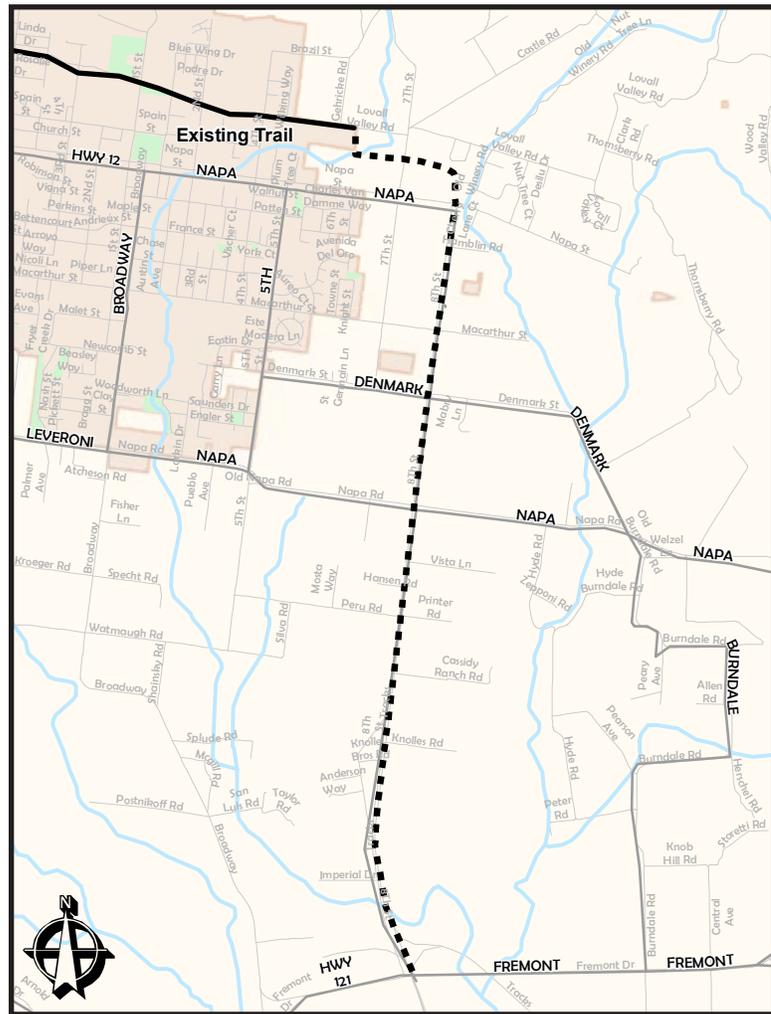
Project Status / Schedule

Regional Parks has secured easements and fee title to sections of the railroad right of way. However, the County still needs to acquire the remaining sections of properties from Union Pacific, private property owners, and SMART (Sonoma Marin Area Rail Transit). Regional Parks has also begun scoping and working with the Public Works Department to accept public road right-of-way from Napa Street to Denmark Street.

Fiscal Year 2009-2010

Appropriations and Disbursements:

The County requested and the SCTA board appropriated \$100,000 in FY10 for scoping and right-of-way activities. Disbursements were made in the amount of \$7,242 for scoping on the project. The county carries over \$92,758 for future year's expenditures.



PROJECT LOCATION



BICYCLE PEDESTRIAN PROJECTS

BICYCLE SAFETY AND EDUCATION

Project Scope:

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

Additional Project Details:

The Sonoma County Bicycle Coalition has submitted and been approved for two programs as part of this project: Safe Routes to Schools and Bike to Work Day. Safe Routes to Schools creates safe activities to educate and promote safety through Education, Encouragement, Enforcement, Engineering and Evaluation (Five E's). The Bike to Work Day is designed to encourage commuters to try bicycling to work, school or errands during May and also to increase the public's awareness and respect for bicyclists.

Project Status / Schedule

The funds for this category are currently used by the Sonoma County Bicycle Coalition to fund 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 bicycle ridership to and from schools and promote healthy and active lifestyles. The funds for the Bike to Work Day program are used to increase participation in Bike to Work Day activities and to produce advertisements and promotional material.

Fiscal Year 2009-2010 Appropriations and Disbursements:

The Sonoma County Bicycle Coalition carried forward a balance of \$30,189 from prior year's appropriations. SCTA appropriated a total of \$60,000 to fund both programs in FY10 (\$45,000 for Safe Routes to School and \$15,000 for Bike to Work). SCTA disbursed \$75,984 to the Coalition, this year. The Coalition carries forward a balance of \$14,205 for future year's expenditures.



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 \$3,116,599 to an ending balance of \$3,915,201. The following table summarizes FY10 Passenger Rail Program appropriations and disbursements:

Table 7 – Passenger Rail Program Reporting - Fiscal Year 2009-2010

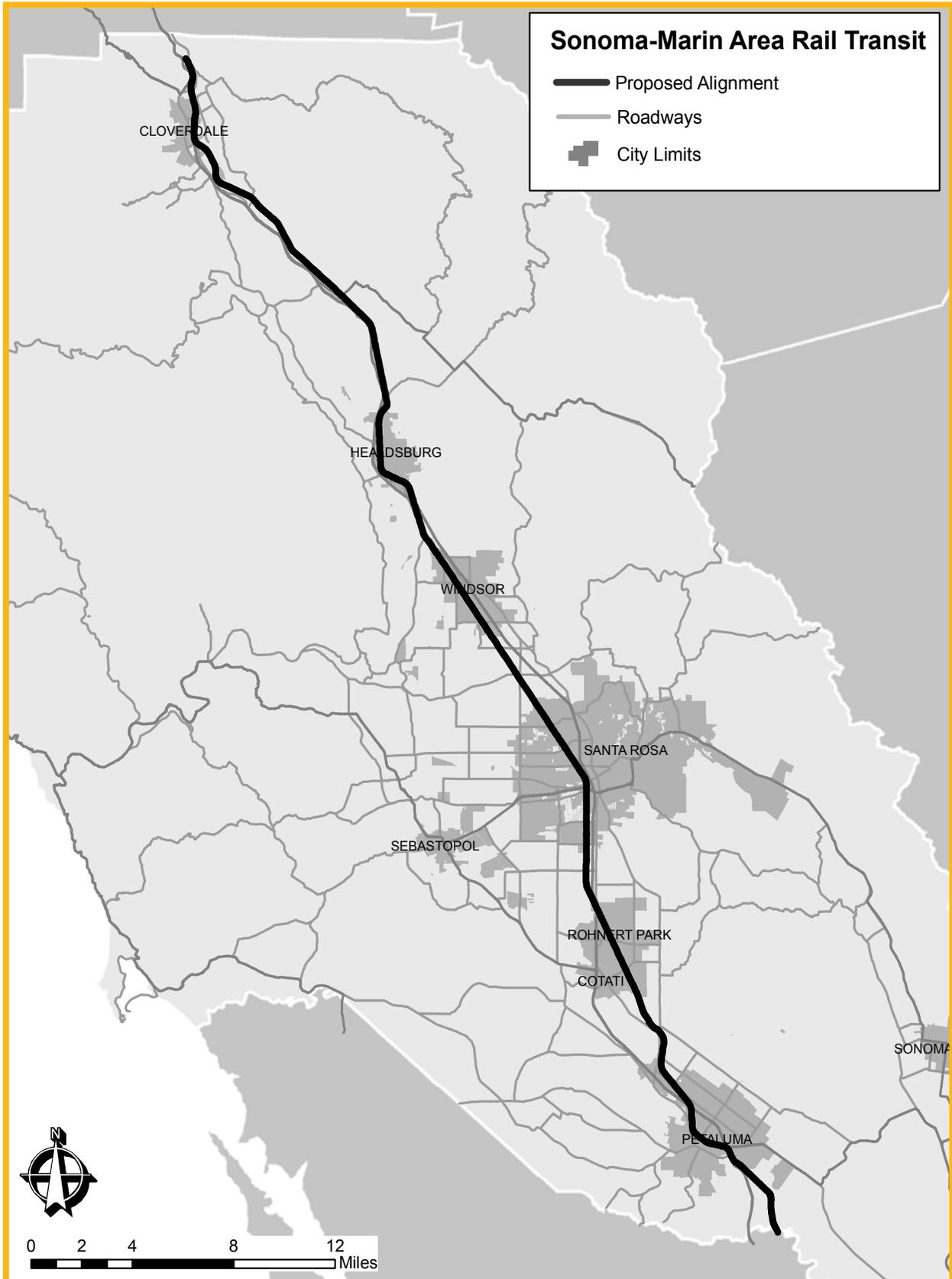
Project Name	Beginning Appropriation Balance	FY 09/10 Appropriation	FY 09/10 Disbursements	Ending Appropriation Balance
SMART	\$443,953	\$0	\$0	\$443,953

Sonoma Marin Area Rail Transit (SMART) did not request any appropriations or disbursements in FY10. SMART is working on its financial plan to determine where best to expend Measure M funding. Eligible expenditures include final engineering, grade crossing improvements, and station site development in Sonoma County. The rail program intends to bond off future revenue as part of the FY11 bond offering for the Highway 101 Program.

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



RAIL PROJECT



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 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) plans to utilize Measure M funding to develop station sites, improve rail crossings on local roads, and final engineering. SMART anticipates phasing service, with the first phase of passenger rail operations commencing in 2014.

Fiscal Year 2009-2010 Appropriations and Disbursements:

SMART had \$443,593 available from a prior year's appropriation. SMART did not invoice for work in FY10. SMART carries over an appropriation balance of \$443,593 for future years expenditures.

