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SONOMA COUNTY TRANSPORTATION AUTHORITY
2016 BOARD OF DIRECTORS

DAVID RABBITT, CHAIR
Sonoma County

CAROL RUSSELL, VICE CHAIR
City of Cloverdale

TOM CHAMBERS
City of Healdsburg

CHRIS COURSEY
City of Santa Rosa

LAURIE GALLIAN
City of Sonoma

SUSAN GORIN
Sonoma County

SARAH GURNEY
City of Sebastopol

MARK LANDMAN
City of Cotati

JAKE MACKENZIE
City of Rohnert Park

KATHY MILLER
City of Petaluma

SAM SALMON
Town of Windsor

SHIRLEE ZANE
Sonoma County
CITIZENS ADVISORY COMMITTEE
2016 MEMBERSHIP ROSTER

CURT NICHOLS
Building Industry Association

RANDY BRYSON
Central Labor Council

RAY MULAS
Sonoma Co. Farm Bureau

WILLARD RICHARDS
Sonoma Co. League of Women Voters

DANIEL SANCHEZ
North Bay Association of Realtors

DENNIS BATTENBERG
Transit Paratransit Coordinating Committee

MOUSA ABBASI
Santa Rosa Chamber of Commerce

NORINE DOHERTY
Sonoma County Area Agency on Aging

GARY HELFRICH
Sonoma County Bicycle Coalition

STEVE BIRDLEBOUGH
Sierra Club

JANICE CADER-THOMPSON
Sonoma County Conservation Council

JOHN BLY
Engineering Contractors Association

MICHAEL LAVIN
Sonoma County Taxpayers Association

DENNIS HARTER
Sonoma County Alliance

VACANCY
Senior Community Liaison

VACANCY
Transportation & Land Use Coalition

BOB ANDERSON, CHAIR
United Winegrowers

VACANCY
1st District

MIKE HARRIS
2nd District

CHRISTINE CULVER
3rd District

CRAIG HARRINGTON
4th District

ALBERT LERMA
5th District
EXECUTIVE SUMMARY
MEASURE M ANNUAL REPORT TO THE PUBLIC
Fiscal Year 2015-2016
(July 1, 2015 through June 30, 2016)

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

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

HIGHWAY 101 PROGRAM
The Highway 101 program continued to make substantial progress in the delivery of High Occupancy Vehicle (HOV) projects in Fiscal Year 2015-16. Construction continued on the Petaluma Blvd South Interchange and Petaluma River Bridge (MSN B-2) project, the Lakeville Highway Separation Structures (MSN C-3) project, and the Old Redwood Highway Interchange (Central C) project was completed. Design plans to complete the remaining HOV lanes through Sonoma are now 95% complete (MSN C2 and MSN B2 Phase 2). SCTA is working with Caltrans to acquire the remaining right-of-way needs to complete the corridor and is well positioned to take advantage of future opportunities to fund the remaining construction shortfall.

LOCAL STREET PROJECTS (LSP) AND BICYCLE PEDESTRIAN PROJECTS PROGRAM
Local jurisdictions 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 City of Santa Rosa continued work on the Environmental Studies on Hearn Avenue Phase 3 and started Environmental Studies on Fulton Avenue Improvements. The County developed design for the landscaping of the Airport Avenue Interchange and the SCTA continued to advance environmental studies for the Highway 116/121 Intersection project.

Funding spent in the Bicycle and Pedestrian Program was less than the previous year. This year’s expenditures included the Sonoma/Schellville Trail, Bodega Bay Trail, NWPRR Path environmental document, Access Across 101 in Santa Rosa Planning and Bicycle Safety and Education; including Safe Routes to Schools and Bike to Work activities.

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

In summary, Measure M has been a reliable fund source, helping to maintain and build upon Sonoma County’s transportation network. Measure M funds have been used to improve the quality of local roads, increase local bus transit service, reduce congestion, add HOV lanes to Highway 101 and improve interchanges, increase bicycle and pedestrian facilities, and bring commuter rail service to Sonoma County.
Fiscal Year 2015-16 sales tax revenue totaled $22,066,337. Compared to Fiscal Year 2014-15 revenue of $21,387,660, this reflects 3.2% year-to-year growth.

Measure M’s Expenditure Plan guides the distribution of funding among programs and projects. The following table summarizes the Measure M program accounts for the fiscal year ending June 30, 2016:

**TABLE 1 – MEASURE M FINANCIALS**

**FISCAL YEAR 2015-16**

<table>
<thead>
<tr>
<th>Program Type</th>
<th>Beginning Balance</th>
<th>Revenue (Note 1)</th>
<th>Expenditures (Note 2)</th>
<th>Adjustment Notes</th>
<th>Ending Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>20% Local Road Rehabilitation (LSR)</td>
<td>$572,549</td>
<td>$4,418,961</td>
<td>$4,405,071</td>
<td>-12,481</td>
<td>$573,959</td>
</tr>
<tr>
<td>10% Local Bus Transit (LBT)</td>
<td>$239,561</td>
<td>$2,209,466</td>
<td>$2,202,517</td>
<td>-6,183</td>
<td>$240,326</td>
</tr>
<tr>
<td>1% Administration</td>
<td>$273,394</td>
<td>$223,244</td>
<td>$144,811</td>
<td>4,589</td>
<td>$356,416</td>
</tr>
</tbody>
</table>

**Project Programs**

<table>
<thead>
<tr>
<th>Program Type</th>
<th>Beginning Balance</th>
<th>Revenue (Note 1)</th>
<th>Expenditures (Note 2)</th>
<th>Adjustment Notes</th>
<th>Ending Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>40% Highway 101 Projects</td>
<td>$26,905,650</td>
<td>$9,430,796</td>
<td>$12,098,980</td>
<td>480,291</td>
<td>$24,717,757</td>
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<tr>
<td>20% Local Street Projects (LSP)</td>
<td>$15,680,913</td>
<td>$4,547,418</td>
<td>$2,964,473</td>
<td>-831,402</td>
<td>$16,432,457</td>
</tr>
<tr>
<td>4% Bike/Ped Projects</td>
<td>$774,230</td>
<td>$885,241</td>
<td>$341,173</td>
<td>-806,379</td>
<td>$511,919</td>
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<tr>
<td>5% Passenger Rail (SMART)</td>
<td>$791,500</td>
<td>$1,110,762</td>
<td>$753,232</td>
<td>-459,765</td>
<td>$689,265</td>
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<tr>
<td>Total Measure M</td>
<td>$45,237,797</td>
<td>$22,825,889</td>
<td>$22,910,256</td>
<td>-1,631,329</td>
<td>$43,522,100</td>
</tr>
</tbody>
</table>

**Note 1:** Revenue includes $22,066,337 in new sales tax revenue, $349,536 in interest and $410,015 in reimbursements.

**Note 2:** Expenditures include $9,144,073 in Debt Service.

**Note 3:** Adjustments include fiscal year end receivables and payables for both revenue and expenditures; as well as FY 15/16 $450K partial loan repayment from Rail to LSP.
MEASURE M PROGRMS

APPORPTIONMENT 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.

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 2015-16, the SCTA distributed $4,404,621 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.

TABLE 2 - LOCAL STREET ROAD (LSR) PROGRAM REPORTING

FISCAL YEAR 15-16

<table>
<thead>
<tr>
<th></th>
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<th></th>
<th></th>
<th></th>
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</thead>
<tbody>
<tr>
<td>Cloverdale</td>
<td>$164,909</td>
<td>$68,272</td>
<td>$233,181</td>
<td>$168,647</td>
<td>$64,534</td>
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<tr>
<td>Cotati</td>
<td>$12,682</td>
<td>$53,296</td>
<td>$144</td>
<td>$66,122</td>
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<tr>
<td>Healdsburg</td>
<td>$117,012</td>
<td>$93,377</td>
<td>$975</td>
<td>$211,364</td>
<td>$211,364</td>
<td></td>
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<tr>
<td>Petaluma</td>
<td>$0</td>
<td>$423,284</td>
<td>$423,284</td>
<td>$423,284</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Rohnert Park</td>
<td>$619,918</td>
<td>$266,480</td>
<td>$4,858</td>
<td>$891,256</td>
<td>$615,926</td>
<td>$275,330</td>
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<tr>
<td>Santa Rosa</td>
<td>$1,347,704</td>
<td>$1,220,520</td>
<td>$10,736</td>
<td>$2,578,960</td>
<td>$1,222,974</td>
<td>$1,355,986</td>
</tr>
<tr>
<td>Sebastopol</td>
<td>$247,007</td>
<td>$55,498</td>
<td>$1,244</td>
<td>$303,749</td>
<td>$12,352</td>
<td>$291,397</td>
</tr>
<tr>
<td>Sonoma (City)</td>
<td>$39,855</td>
<td>$78,843</td>
<td>$700</td>
<td>$119,398</td>
<td>$119,398</td>
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</tr>
<tr>
<td>Windsor</td>
<td>$2</td>
<td>$199,970</td>
<td>$199,971</td>
<td>$199,971</td>
<td>$199,971</td>
<td></td>
</tr>
<tr>
<td>County</td>
<td>$0</td>
<td>$1,945,081</td>
<td>$1,945,081</td>
<td>$1,945,081</td>
<td>$0</td>
<td></td>
</tr>
<tr>
<td>Totals</td>
<td>$2,549,088</td>
<td>$4,404,621</td>
<td>$18,657</td>
<td>$6,972,366</td>
<td>$4,388,264</td>
<td>$2,584,102</td>
</tr>
</tbody>
</table>

Note: LSR Program expenditures include jurisdiction allocations and $449.78 in shared audit expenditures.
The following highlights are reported:

**County of Sonoma**
The County of Sonoma received and spent $1,945,081 in Measure M - LSR funds on county roads maintenance this year.

All of the $1,945,081 in Measure M-LSR funds were spent primarily on pothole patching, crack sealing and other pavement repairs. Potholes and other pavement failures are a common source of public complaints. Good pavement conditions are critical to the safety of all those who travel the roads, including bicycles and pedestrians.

**City of Santa Rosa**
The City of Santa Rosa received $1,220,520 in Measure M – LSR funds this year. Combined with $1,347,704 in unspent prior years’ allocations and $10,736 in interest, the City had $2,578,960 in Measure M - LSR funding available. The City expended $1,222,974 and rolled over $1,355,986 for future years’ expenditures.

Santa Rosa used Measure M - LSR funds for pavement preventative maintenance work and for maintaining existing adaptive traffic control signals on College Avenue, Guerneville Road, Stony Point Road, and Mendocino Avenue totaling 46 signals. Backup timing for these signals was updated this year in order to run more efficiently if a communication failure occurs. Additional timing modifications on these corridors were completed in April 2015. Santa Rosa Avenue is being converted to adaptive traffic control from Maple Avenue to Burt Street. Currently, Maple Avenue to Petaluma Hill Road has been converted. City staff is working with the vendor to resolve some technical difficulties in the southern portion of the project. Marlow Road at Jennings Avenue, which is on an adaptive corridor, was converted to a Flashing Yellow Arrow (FYA) protected permissive signal in June 2016.
The preventative maintenance project was completed on the following streets:

- Bennett Valley Road from Farmers Lane to Yulupa Avenue
- Bicentennial Way from Ranch Avenue to Mendocino Avenue
- Corby venue from Moorland Avenue to Corby Avenue extension
- Corby Avenue extension
- Montgomery Drive from Jackson Drive past Channel Drive

The project upgraded curb ramps to current ADA standards, removed and replaced failing asphalt using micro-surfacing and installed new traffic stripes and pavement markings on an estimate 4.5 miles of city streets. Class II bike lanes were considered and reviewed at each location and were added to the Bicentennial Way segment.

City of Rohnert Park
The City of Rohnert Park received $266,480 in Measure M – LSR funds this year. Combined with unspent prior years’ allocations of $619,918 and interest of $4,858, Rohnert Park had $891,256 of funding available. Rohnert Park expended a total of $615,926 this year and rolled over $275,330 for future years’ expenditures.

Rohnert Park spent $505,514 of Measure M – LSR funds on its overlay program, specifically construction of a rehabilitation project for Rohnert Park Expressway including the east and westbound lanes between Seed Farm Drive and Commerce Boulevard. In addition, funds were spent on design of a full depth reclamation project for Seed Farm Drive and Enterprise Drive, between State Farm Drive and Seed Farm Drive and from Enterprise Drive to Copeland Creek.

The City also spent $110,412 on design of a traffic calming project in Rohnert Park’s Priority Development Area to provide enhanced pedestrian crossings and wayfinding to help get people to and from the Sonoma Marin Area Rail Transit station.

City of Petaluma
The City of Petaluma received $423,284 in Measure M LSR funds this year. Petaluma spent its entire balance of $423,284 in FY 2015-16.

The City spent $423,284 on its maintenance program. The maintenance program includes pothole patching, skin patching, concrete work, pavement rehabilitation, overlays, street sign replacement, and traffic and bike lane pavement delineation. Approximately 1,737 potholes were repaired citywide. Skin patching, which is used to cover potholes and seal the surrounding areas to prevent further potholing, was conducted on 7,000 linear feet of roadway and included 20 digouts. Edge grinding and a 2-inch overlay were installed on all or sections of the following roadways totaling 1.08 miles:

- 1st Street
- 2nd Street
- H Street
- Lauren Drive
- Jeffery Drive

A total of 885 faded traffic signs were replaced and 1,112 traffic buttons were laid. Additionally, 31,476 linear feet of lane lines were repainted including bike lanes, 10,986 linear feet of curb was painted, as well as 295 stop bars and 203 crosswalks.
City of Sonoma
The City of Sonoma received $78,843 in Measure M – LSR funds this year. Combined with $39,855 in unspent prior allocations and $700 in interest, Sonoma had $119,398 available to spend. The City banked these funds and rolled over the entire amount for future years expenditures.

City of Sebastopol
The City of Sebastopol received $55,498 in Measure M – LSR funds this year. Combined with $247,007 in prior allocation and $1,244 in interest, the City had a total of $303,749 available to spend. Sebastopol expended a total of $12,352 to administer construction bids and on-going projects. The City expects the balance $291,397 to be rolled over for future years’ expenditures.

City of Cloverdale
The City of Cloverdale was allocated $68,272 in Measure M-LSR funds this year. Combined with $164,909 in unspent prior allocation the City had a total of $233,182 available to spend. The City spent $168,647 on pothole repair throughout the City. Additionally, the City spent $73,223 on design of a project to install sidewalks along Cloverdale Boulevard from Healdsburg Avenue south to Fuber Shopping Center (Safe Routes to School Phase II). The City also spent $95,424 on an overlay and repairs of North Cloverdale Boulevard. The City rolled over $64,534 for future years’ expenditures.

City of Cotati
The City of Cotati received $53,296 in Measure M-LSR funds this year. Combined with unspent prior years’ allocations of $12,682 and interest of $144, Cotati had $66,122 available this year. The City rolled over the entire balance of $66,122 for future expenditures.

City of Healdsburg
The City of Healdsburg received $93,377 in Measure M-LSR funds this year. Combined with unspent prior years’ allocations of $117,012 and $975 of interest, Healdsburg had $211,364 of funding available for expenditures. The City rolled over the entire amount for future years’ expenditure.

Town of Windsor
The Town of Windsor received $199,970 in Measure M-LSR funds this year. The Town rolled over the entire amount for future years’ expenditure.
LOCAL BUS TRANSIT (LBT) PROGRAM (10%)

Measure M provides 10 percent of its revenues to its three local bus transit operators. The transit providers use Measure M to maintain and expand service. In Fiscal Year 2016, the SCTA distributed $2,202,292 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 15-16

<table>
<thead>
<tr>
<th>LBT Jurisdiction</th>
<th>FY 15-16 Allocations</th>
</tr>
</thead>
<tbody>
<tr>
<td>County*</td>
<td>$1,172,941</td>
</tr>
<tr>
<td>Santa Rosa</td>
<td>$764,415</td>
</tr>
<tr>
<td>Petaluma</td>
<td>$264,936</td>
</tr>
<tr>
<td><strong>Totals</strong></td>
<td><strong>$2,202,292</strong></td>
</tr>
</tbody>
</table>

*Per Agreement, County has assumed operation of Healdsburg Transit. County’s share includes $51,754 for Healdsburg as prescribed by the expenditure plan.

Note: LBT Program expenditures include jurisdictions’ allocations and $225 shared audit expenditures.

Sonoma County Transit received and expended $1,172,941 in Measure M – LBT funds this year. Those funds include $51,754 in Measure M allocation for Healdsburg Transit, for which Sonoma County Transit has assumed operations. Of the Measure M – LBT funds disbursed to the County, $892,644 was expended on fixed route operations and $280,297 was expended on ADA paratransit operations. There were 1,143,489 passenger trips taken on Sonoma County Transit which is a 5.12% decrease from last year and 51,783 passenger trips taken on Sonoma County paratransit which is a 5.72% increase from last year.

Santa Rosa CityBus received $764,415 in Measure M – LBT funds this year. CityBus spent the entire amount on fixed route operations. Measure M plays a vital role as a stable source of local funding for CityBus service.

Petaluma Transit received and spent $264,936 in Measure M – LBT funds. Petaluma Transit spent their full allocation of Measure M – LBT funds to sustain both their fixed-route and paratransit operations. Measure M funds account for approximately 11% of Petaluma Transit’s operating budget. Petaluma Transit had a decrease of 7% fixed route ridership over FY 2014-15. Petaluma Paratransit experienced a decrease of 5%.
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**

2. **LOCAL STREET PROJECTS**

3. **BIKE & PEDESTRIAN PROJECTS**

4. **PASSENGER RAIL PROGRAM**
1 HIGHWAY 101 PROGRAM (40%)

Measure M contributes 40 percent of its sales tax revenue to the Highway 101 program. SCTA manages the Measure M - Highway 101 program fund to develop and build High Occupancy Vehicle (HOV) lane projects along five distinct areas of Highway 101, as described in the Expenditure Plan. Net funding in the account began with a balance of $26,905,650. Revenue to the program totaled $9,430,796, consisting of $8,826,535 in sales tax, $194,452 in interest, and $409,810 in reimbursements. Expenditures totaled $12,098,980. Adjustments totaled $480,291, leaving an ending balance of $24,717,757.

Highway 101 expenditures are tracked in accordance with the Measure M Expenditure Plan. The financing account includes the cost of financing, including interest and principal payments on the 2011 and 2015 revenue bonds. The following table summarizes fiscal year 2015-16 expenditures against the Measure M - Highway 101 Program fund:

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Wilfred</td>
<td>$0</td>
</tr>
<tr>
<td>North</td>
<td>$63,256</td>
</tr>
<tr>
<td>Central</td>
<td>$1,570,079</td>
</tr>
<tr>
<td>MSN-County Line to Pet River</td>
<td>$872,047</td>
</tr>
<tr>
<td>MSN-Pet River to Old Red</td>
<td>$1,004,233</td>
</tr>
<tr>
<td>Financing</td>
<td>$8,444,344</td>
</tr>
<tr>
<td>TOTAL</td>
<td>$11,953,959</td>
</tr>
</tbody>
</table>

Note: 101 Expenditures include $8,410,148 in debt service. Financing expenditures include bond administration by trustee, audits and reporting. The table above excludes $144,122 in subsequent adjustments and $900 in shared audit expenditures.

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:

Work realigning Highway 101 south of Petaluma for the Marin Sonoma Narrows B3 Project
HIGHWAY 101 PROJECTS

*Current as of printing of 2013 strategic plan.*
This project will construct approximately 1.6 miles of High Occupancy Vehicle (HOV) lanes from just north of the Rohnert Park Expressway Overcrossing to Santa Rosa Avenue Overcrossing in Rohnert Park.

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

ADDITIONAL PROJECT DETAILS:
- Add northbound and southbound High Occupancy Vehicle (HOV) lanes by widening the freeway from four to six lanes
- Widen shoulders
- Upgrade highway drainage facilities
- Add concrete median barrier
- Correct the vertical alignment of Highway 101
- Construct a new bridge undercrossing to link Wilfred Avenue to Golf Course Drive
- Replace the existing Wilfred/Commerce Boulevard Undercrossing
- Construct a two lane collector-distributor road between Wilfred Avenue and Santa Rosa Avenue on southbound Highway 101
- Build auxiliary lanes between Rohnert Park Expressway Overcrossing to Wilfred Avenue/Golf Course Drive Interchange
- Build auxiliary Lane northbound from Wilfred/Golf Course Drive to Santa Rosa Avenue Overcrossing
- Construct 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
- Construct sidewalks and bicycle lanes along Wilfred Avenue/Golf Course Drive

PROJECT STATUS / SCHEDULE:

Wilfred - SCTA secured $73.3 Million in Corridor Mobility Improvement Account (Prop. 1B), State Transportation Improvement Program (STIP), and Measure M funding to fully fund the roadway portion of the Wilfred Project. Construction of the roadway phase of the Wilfred project started in spring 2009 and was completed on June 28, 2013. Construction and Right-of-Way phases continued through 2015 and are now complete.

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

FISCAL YEAR 2015-16 EXPENDITURES:
FY 2015-16, SCTA expended a total of $0 in Measure M – Highway 101 Projects Program funds on the Wilfred project:
Highway 101 - Wilfred Project

- Proposed Improvements
- Existing Roadways
- Rail Line
- Open space/park
- City Limits

PROJECT LOCATION

Santa Rosa Ave

ROHNERT PARK

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

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

**ADDITIONAL PROJECT DETAILS:**

**Phase A** – Highway 101 High Occupancy Vehicle (HOV) Lanes from Steele Lane in Santa Rosa to Windsor River Road in Windsor
- Construct northbound and southbound High Occupancy Vehicle (HOV) Lanes and provide standard 10 feet shoulders
- Upgrade on and off-ramps and provide HOV bypass lanes where feasible
- Rehabilitate existing highway
- Upgrade drainage
- Widen bridges at Mark West Creek, Pool Creek, and Pruitt Creek
- Construct southbound auxiliary lanes at the Hopper Avenue and Mendocino Avenue on-ramps
- Extend auxiliary lanes from north of Steele Lane to Bicentennial Way
- Install Intelligent Transportation System (ITS) devices, consisting of closed circuit television cameras, changeable message signs, traffic monitoring stations, and a highway advisory radio system

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

**Phase L** - Follow-up Landscaping
- Landscape Highway 101 Steele Lane to Windsor River Road

**PROJECT STATUS / SCHEDULE:**

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

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

**Phase B** – SCTA and Sonoma County Public Works secured $54.6 Million in Measure M, County, Corridor Mobility Improvement Account (Prop 1B), and State and Local Partnership Program (Prop 1B) funding to fully fund the North-B project. The construction contract was awarded on October 17, 2012. Construction started in spring 2013 and was substantially complete by the end of 2014, although due to plant establishment the final construction contract acceptance was August 3, 2015. Environmental mitigation monitoring, maintenance and reporting will continue through 2019.

**Phase L** – SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.
FISCAL YEAR 2015-16 EXPENDITURES:
In FY 2015-16, SCTA expended a total of $63,256 in Measure M – Highway 101 Projects Program funds on the North project as shown in the following table:

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Negative Expenditures are prior year expenditures reimbursed by Caltrans

FISCAL YEAR 2015-16 REIMBURSEMENTS:
In FY 2015-16, SCTA collected a total of $0 in reimbursements for the North-B project from the County based on funding commitments included in cooperative agreements.

PROJECT LOCATION

HIGHWAY 101 - NORTH PROJECT

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PROJECT LOCATION

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

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

ADDITIONAL PROJECT DETAILS:

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

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

Phase C - Highway 101 and Old Redwood Highway Interchange in Petaluma
- Replace Old Redwood Highway Overcrossing with a 4-lane structure, including sidewalks and bike lanes
- Re-construct ramps to Highway 101 at Old Redwood Highway, including HOV bypass lanes, CHP enforcement areas, and ramp metering
- Construct southern portion of sound wall near southbound off-ramp
- Phase L - Follow-up Landscaping
- Landscape Highway 101 from Old Redwood Highway Interchange to Rohnert Park Expressway

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

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

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

Phase C – SCTA and Petaluma have secured $41.3 Million in Measure M, City of Petaluma, and State and Local Partnership Program (Prop 1B) funding to fully fund Phase C of the Central Project. Construction started in spring 2013 and was completed by the end of 2015. On site plant establishment was completed in June 2016. Willow Brook Creek environmental mitigation monitoring, maintenance and reporting will continue through 2018.

Phase L – SCTA is pursuing funding opportunities for a follow-up landscaping project. The project schedule is dependent upon securing funding.
FISCAL YEAR 2015-16 EXPENDITURES:
In FY 2015-16, SCTA expended a total of $1,570,079 in Measure M – Highway 101 Program funds on the Central project, as shown in the following table:

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FISCAL YEAR 2015-16 REIMBURSEMENTS:
In FY 15-16, SCTA received a total of $0 in reimbursements from the City of Petaluma based on funding commitments included in cooperative agreements.

PROJECT LOCATION
The MSN project area is divided into three segments: Segment A, from Route 37 to Atherton Avenue in Novato (Marin County), Segment B, from Atherton Avenue in Novato to Petaluma River Bridge, and Segment C from the Petaluma River Bridge to Old Redwood Highway in Petaluma. To accelerate delivery of an initial fundable phase, this project has been divided into nine (9) fully funded projects (A1, A2, A3, B1, B2, B3, C1, C3, and L1) and two partially funded projects (C2 – HOV lanes through Petaluma, and the B2 Phase 2 - Sonoma Median Widening). The C2 and B2 Phase 2 projects are not currently funded for construction.

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

**ADDITIONAL PROJECT DETAILS:**

**Contract A1** – Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 37 in Novato to north of Atherton Avenue (Marin County)
- Add northbound HOV lane from Route 37 to north of Atherton Avenue
- Add southbound HOV lane from Rowland Boulevard Overcrossing to Route 37
- Widen shoulders
- Install HOV-bypass lanes and ramp metering to on and off ramps
- Construct sound walls and retaining walls
- Widen Novato Creek, Franklin Overhead and Olive Avenue Undercrossing bridges for northbound HOV lane

**Contract A2** – Highway 101 Southbound High Occupancy Vehicle (HOV) Lane from the Franklin Overhead to Rowland Boulevard (Marin County)
- Extend the southbound HOV lane from the Franklin Overhead to the Rowland Boulevard Overcrossing
- Widen Novato Creek bridge for southbound HOV lane

**Contract A3** – Highway 101 High Occupancy Vehicle (HOV) Lanes from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange (Marin County)
- Extend northbound HOV lane from Atherton Avenue to 1.4 miles south of the San Antonio Road Interchange
- Widen the North Novato Overhead bridge for a northbound HOV lane

**Contract B1** – San Antonio Road Interchange and Frontage Roads (Marin County)
- Upgrade the existing Redwood Landfill Overcrossing to a full interchange with standard freeway on and off ramps
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class I and Class II bicycle facilities along new frontage roads

**Contract B2** – Petaluma River Bridge & Petaluma Boulevard South Interchange and Frontage Roads
- Replace the existing two lane northbound and southbound Petaluma River Bridge with a 6-lane bridge with standard inside and outside shoulders
- Construct a new overcrossing and standard freeway interchange with on and off ramps at Petaluma Boulevard South
- Provide ramp metering equipment to southbound on-ramp at Petaluma Boulevard South
- Construct frontage roads to remove uncontrolled access to Highway 101
- Provide Class II bicycle facilities along new frontage roads

**Contract B3** – San Antonio Creek Curve Correction and Re-alignment (Marin & Sonoma Counties)
- Re-align Highway 101 to correct horizontal alignment at San Antonio Creek
- Construct a new Highway 101 San Antonio Creek bridge
- Remove the existing southbound San Antonio Creek bridge
- Convert the existing northbound San Antonio Creek bridge to the frontage road system connecting to the Redwood Landfill Interchange
- Construct Class I and Class II bicycle facilities along frontage roads
Contract C1 – East Washington Street Interchange
- Reconfigure the on-ramp from East Washington Street to southbound Highway 101, and construct a HOV bypass lane
- Construct a new on-ramp from westbound East Washington Street to northbound Highway 101, construct a HOV bypass lane and new bridge over Washington Creek
- Widen the terminus of the northbound off-ramp from Highway 101 to East Washington Street

Contract C2 – Highway 101 High Occupancy Vehicle (HOV) Lanes from Route 116 (East) to Old Redwood Highway in Petaluma
- Add northbound and southbound HOV lanes from Route 116 (East) to just north of the Corona Road Overcrossing
- Widen shoulders
- Construct HOV-bypass lanes and ramp metering at various ramp locations
- Construct sound walls and retaining walls
- Widen Washington Creek and Lynch Creek bridges for northbound and southbound HOV lane
- Replace North Petaluma Overhead Bridge and correct vertical alignment
- Construct Rainer Undercrossing bridge
- Re-align southbound and northbound off-ramps at East Washington Street Interchange
- Re-align southbound off-ramp at Route 116 (East)/Lakeville Highway Interchange
- Construct northbound auxiliary lane between Route 116 (East)/Lakeville Highway and East Washington Street Interchanges

Contract C3 – Petaluma River and Route 116 (East) Bridges
- Widen the existing southbound Route 116 Separation Bridge for HOV lane
- Replace the existing northbound Route 116 Separation Bridge with a 3-lane bridge with standard inside and outside shoulders

Contract B2 – Phase 2 Sonoma Median Widening
- Construct a northbound and southbound HOV lane from just south of the Marin/Sonoma County line to just north of the Lakeville Highway Interchange

Contract L1 – Initial Tree Replacement Planting
- Plant trees along Highway 101 in Marin County and near the new Petaluma Boulevard South Interchange in Sonoma County

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

PROJECT STATUS / SCHEDULE:
Caltrans completed the environmental document in October 2009.

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

Contract A1 - The construction contract was awarded on July 2, 2011 and was completed on December 17, 2012.
HIGHWAY 101 PROJECT #4
MARIN-SONOMA NARROWS (MSN)
From State Route 37 in Novato (Marin County) to Old Redwood Highway in Petaluma (Sonoma County)

**Contract A2** - The construction contract was awarded on November 8, 2012 and was completed on December 24, 2013.

**Contract A3** - The construction contract was awarded on November 1, 2012 and was completed in December of 2014.

**Contract B1** - The construction contract was awarded on September 14, 2012 and was completed in April of 2016.

**Contract B2** - The construction contract was awarded on November 1, 2012 and is expected to be completed in early 2017.

**Contract B3** - Design and right of way acquisition is complete. The project advertised in December 2014. Bid opening was delayed until November 3, 2015 due to delay on the North Marin Water District aqueduct relocation contract. Roadway construction started in April 2016 and is expected to be complete in December 2018.

**Contract C1** - The construction contract was awarded on November 1, 2011 and was completed on June 19, 2014. Work to close out the right-of-way phase is expected to continue in FY 2016-17.

**Contract C3** – The construction contract was awarded on November 2, 2012. Construction started in spring 2013 and is expected to be complete in 2016.

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

**Phase 2** (Contracts C2, Contract B2 Phase 2 Sonoma Median Widening and Additional Contracts to be Developed)

**Contract C2** - SCTA has advanced design and right-of-way acquisitions using Measure M funding. Design is 95% complete and is on hold while SCTA seeks funding for construction. Approximately $85 Million (present year dollars) is needed to fully fund the construction phase of this project. Right of way acquisitions from willing sellers is ongoing.

**Contract B2** – Phase 2 Sonoma Median Widening - SCTA re-programmed $2.6 Million in bid savings from the MSN-C1 Contract to fully fund the design of the Median Widening project. Design commenced in August 2013 and is 95% complete. No right of way is needed, and the project is expected to go out to bid in 2017 with construction to start in early 2018, pending funding. 2015 Measure M Bond proceeds and federal funds have reduced the funding short fall to $4.0 M. SCTA is actively seeking funding opportunities for construction.

**Future Contracts** - Subsequent Phase 2 contracts to extend HOV lanes in Marin County and landscape the corridor will be developed as funding is secured.
FISCAL YEAR 2015-2016 EXPENDITURES:

In FY 2015-16, SCTA expended a total of $1,876,280 in Measure M – Highway 101 Projects Program funds on the MSN Project as shown in the following table:

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<td>$0</td>
<td>$399,870</td>
</tr>
<tr>
<td>CON CAP</td>
<td>$732,634</td>
<td>$0</td>
<td>$58,152</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$790,786</td>
</tr>
<tr>
<td>PM</td>
<td>$83,197</td>
<td>$5,778</td>
<td>$1,121</td>
<td>$37,341</td>
<td>$0</td>
<td>$17,536</td>
<td>$144,973</td>
</tr>
<tr>
<td>Total</td>
<td>$1,541,372</td>
<td>$5,778</td>
<td>$59,937</td>
<td>$206,279</td>
<td>$5,384</td>
<td>$57,529</td>
<td>$1,876,279</td>
</tr>
</tbody>
</table>

FISCAL YEAR 2015-2016 REIMBURSEMENTS:

In FY 2015-16, SCTA received a total of $409,810 in reimbursements for the MSN Project based on funding commitments included in cooperative agreements with Caltrans and the City of Petaluma as shown in the following table:

<table>
<thead>
<tr>
<th>Phase</th>
<th>B2</th>
<th>C2</th>
<th>C3</th>
<th>B2 Phase 2</th>
<th>Total</th>
</tr>
</thead>
<tbody>
<tr>
<td>PS&amp;E</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$39,993</td>
</tr>
<tr>
<td>CON SUP</td>
<td>$369,293</td>
<td>$0</td>
<td>$524</td>
<td>$524</td>
<td>$369,817</td>
</tr>
<tr>
<td>Total</td>
<td>$369,293</td>
<td>$0</td>
<td>$524</td>
<td>$39,993</td>
<td>$409,810</td>
</tr>
</tbody>
</table>
Measure M contributes 20 percent of its revenue to the Local Street Projects (LSP) Program. Net funding in the account began with a balance of $15,680,913. Revenue to the program totaled $4,547,418, consisting of $4,413,267 in sales tax and $134,151 in interest. Expenditures totaled $2,964,473, while adjustments totaled -$831,402, leaving an ending balance of $16,432,457 (See Table 1).

Table 5A represents FY 2015-16 appropriations and expenditures for projects managed by the local jurisdictions whereas Table 5B represents the expenditures for projects managed directly by the SCTA:

**TABLE 5A - LSP PROGRAM APPROPRIATION / EXPENDITURE REPORTING**

<table>
<thead>
<tr>
<th>LSP Project Name</th>
<th>Beginning Appropriation</th>
<th>FY 15-16 Appropriation</th>
<th>FY 15-16 Expenditures</th>
<th>Ending Appropriation</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport IC - Phase 4A (Landscape)*</td>
<td>$495,858</td>
<td>$0</td>
<td>$225,298</td>
<td>$270,560</td>
</tr>
<tr>
<td>Hearn Avenue Interchange</td>
<td>$809,351</td>
<td>$379,436</td>
<td>$429,916</td>
<td></td>
</tr>
<tr>
<td>Fulton</td>
<td>$0</td>
<td>$500,000</td>
<td>$112,386</td>
<td>$387,614</td>
</tr>
<tr>
<td>Totals</td>
<td>$1,305,209</td>
<td>$500,000</td>
<td>$717,120</td>
<td>$1,088,089</td>
</tr>
</tbody>
</table>

* Airport IC expenditures includes $2,079.00 in FY 16/17 Prior Year expenditures.

**TABLE 5B - LSP PROGRAM EXPENDITURES - PROJECTS MANAGED BY SCTA**

<table>
<thead>
<tr>
<th>LSP Project Name</th>
<th>Expenditures</th>
</tr>
</thead>
<tbody>
<tr>
<td>Airport Interchange</td>
<td>$0</td>
</tr>
<tr>
<td>Old Redwood Highway</td>
<td>$1,761,874</td>
</tr>
<tr>
<td>Route 116/121 Intersection</td>
<td>$487,108</td>
</tr>
<tr>
<td>Totals</td>
<td>$2,248,982</td>
</tr>
</tbody>
</table>

Roundabout on Arnold Drive in Agua Caliente, completed in FY12-13
Measure M Proposed Local Road Projects

<table>
<thead>
<tr>
<th>LABEL</th>
<th>DESCRIPTION</th>
<th>PROJECT SPONSOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>1</td>
<td>Penngrove Improvements</td>
<td>Sonoma County TPW</td>
</tr>
<tr>
<td>2</td>
<td>Airport Blvd. Improvements</td>
<td>Sonoma County TPW</td>
</tr>
<tr>
<td>3</td>
<td>Rt. 121 and Rt. 116 - Arnold Dr. Improvements</td>
<td>Sonoma County TPW</td>
</tr>
<tr>
<td>4</td>
<td>Forestville Bypass</td>
<td>Sonoma County TPW</td>
</tr>
<tr>
<td>5</td>
<td>US Redwood Highway Interchange</td>
<td>Petaluma</td>
</tr>
<tr>
<td>6</td>
<td>Hearn Ave. Interchange</td>
<td>Santa Rosa</td>
</tr>
<tr>
<td>7</td>
<td>Farmers Lane Extension</td>
<td>Santa Rosa</td>
</tr>
<tr>
<td>8</td>
<td>Mark West Springs Road Improvements</td>
<td>Sonoma County TPW</td>
</tr>
<tr>
<td>9</td>
<td>River Road Improvements</td>
<td>Sonoma County TPW</td>
</tr>
<tr>
<td>10</td>
<td>Fulton Road Improvements</td>
<td>Santa Rosa</td>
</tr>
<tr>
<td>11</td>
<td>Bodega Highway Improvements</td>
<td>Sonoma County TPW</td>
</tr>
</tbody>
</table>
LOCAL STREET PROJECTS
HIGHWAY 121/116 INTERSECTION IMPROVEMENTS & ARNOLD DRIVE IMPROVEMENTS

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

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

ADDITIONAL PROJECT DETAILS:
There are two distinct elements to this project, the improvements at various locations along Arnold Drive (Phases 1, 2, 4, and 5), which will be constructed in phases, and the improvements at the intersection of 121/116 (Phase 3) which requires coordination with and an Environmental Document/Project Approval (PAED) from Caltrans. Phase 1 widened Arnold Drive in the vicinity of Glen Ellen Market. This widening included bike shoulders and striping. Phase 2 included replacing the existing stopped controlled intersection at Agua Caliente Road with a new roundabout, pedestrian sidewalks, bike lanes, drainage facilities, lighting, signage and landscaping.

Phase 4 will widen shoulders on Arnold Drive between Country Club Drive and Loma Vista Drive. Phase 5 will replace the existing stopped intersection at Arnold Drive and Madrone Avenue with a signalized intersection or roundabout.

By cooperative agreement, responsibility for implementing Phase 3 has been delegated to the SCTA from the Sonoma County Transportation and Public Works Department. SCTA contracted with Caltrans to complete a Project Study Report/Project Development Support (PSR/PDS) document which was completed during FY12/13. SCTA initiated the environmental phase in FY13/14 with a consultant contract to complete the environmental document.

PROJECT STATUS / SCHEDULE:

Phase 1 – construction was completed in FY 2011-12.
Phase 2 - construction was completed in 2013.

Phase 3 - The Project Study Report was completed September 2013. Current cost estimates for this project range between approximately $17.7 and $26.5 million. Work on the Project Report and Environmental Document are in progress and expected to be complete by Summer 2017. Approval of the Project Report and Environmental Document will allow the project to proceed into the design phase. Initial public outreach efforts began in November 2014. A draft environmental document was released to the public for review and comment in Summer 2016.

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
Phase 3 – Highway 121/116
In FY 2015-16, SCTA expended a total of $487,108 in Measure M-LSP funds on the consultant contract to complete the Project Report and Environmental Document for the improvements at the intersection of 121/116.
LOCAL STREET PROJECTS
AIRPORT BOULEVARD IMPROVEMENTS & AIRPORT BOULEVARD INTERCHANGE

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

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

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

Phase 1 will widen Airport Boulevard between Ordinance Road and Aviation Boulevard.

Phase 2 includes the construction of a new road and bridge across Mark West Creek from Brickway Boulevard to Laughlin Road.

Phase 3 is the widening of Airport Boulevard between Old Redwood Highway and Highway 101 including the addition of traffic signals at the intersection of Fulton Road and Highway 101.

Phase 4 is the construction of a new Airport Boulevard Interchange project. This project was combined with the Highway 101 Project #2 – North Phase B project. The project will replace the existing Airport Boulevard Overcrossing with a new five lane bridge including a sidewalk and bike lanes.

Phase 4a is landscaping for Airport Boulevard Overcrossing and Interchange at Highway 101.

Phase 5 extends Laughlin Road from River Road to Phase 2 Project Bridge across Mark West Creek connecting to Brickway Boulevard.

PROJECT STATUS / SCHEDULE:

Phase 1A - Phase 1A work is complete.

Phase 1 - Schedule is to be determined, dependent upon securing funding.

Phase 2 - Funding for preliminary engineering and environmental phases has been identified and design work is underway. Construction schedule is to be determined, dependent upon securing funding.

Phase 3 - Construction was completed in April 2013.

Phase 4 - The project was environmentally cleared through a revalidation of the Environmental Assessment/Final Environmental Impact Report that was completed for the Highway 101 Project in October 2007. The project started construction in Spring 2013 and was substantially complete by the end of 2014, although due to plant establishment the final construction contract acceptance was August 3, 2015. See the Highway 101 Project #2 – North Phase B information sheet for more information on the interchange project.

Phase 4a - This project began the design consultant selection process in summer 2014 and is scheduled to have a completed design by early 2017. Construction is estimated to begin in 2017.

Phase 5 - Funding for preliminary engineering and environmental phases has been identified and initial design work has started. Construction schedule is to be determined, dependent upon securing funding.
FISCAL YEAR 2015-16 EXPENDITURES:
In FY 2015-16 SCTA disbursed $225,298 for design of Airport Blvd Phase 4A, which leaves $270,560 of the $569,000 FY 2013/14 allocation. SCTA expended a total of $0 in Measure M - LSP funds for construction capital on the Airport Phase 4 - North-B project by cooperative agreement with the County. See the Highway 101 Project #2 - North-B project for additional financial information. LSP expenditures in FY 2016-17 are expected to resume for Phase 4 to complete mitigation and monitoring as well as project close out.

PROJECT MAP
LOCAL STREET PROJECTS
OLD REDWOOD HIGHWAY INTERCHANGE IN PETALUMA

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

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

PROJECT STATUS / SCHEDULE:
SCTA and the City of Petaluma reached an agreement to combine the overcrossing replacement with the Central Highway 101 HOV Lane Project (Phase C). The Final Environmental Impact Report for the Central Highway 101 HOV Lane project was re-validated in May 2010 to include the overcrossing replacement. The construction contract was awarded on February 12, 2013. Construction started in spring 2013 and was completed in 2016. See the Highway 101 Project #3 – Central Phase C information sheet for more information on the interchange project.

FISCAL YEAR 2015-16 EXPENDITURES:
In FY 2015-2016, SCTA expended $1,761,874 in Measure M - LSP funds for construction capital and support by cooperative agreement with the City of Petaluma. See the Highway 101 Project #3 – Central C project for additional financial information.
LOCAL STREET PROJECTS
HEARN AVENUE INTERCHANGE IMPROVEMENTS IN SANTA ROSA

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

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

PROJECT STATUS / SCHEDULE:

Phase I - The widening of Santa Rosa Avenue between Yolanda Avenue and Kawana Springs Road was completed in FY 2014-15.

Phase II - The widening of Hearn Avenue from the Highway 101 Overcrossing to Dutton Avenue was completed in 2011.

Phase III - Caltrans approval of the PSR was completed in FY 2012-13. In FY2013-14 the City selected a consultant to complete the Project Approval and Environmental Document (PAED) under oversight from Caltrans. Work on the PAED phase has been on-going and is expected to be completed in FY2016/17.

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
Santa Rosa had a carry forward balance of $809,351 from FY2014-15. The City expended $379,436 of their existing appropriation for Phase III in FY 2015-16 and carries forward a balance of $429,916 for future years’ expenditures.
PROJECT SCOPE:
This project would add turn lanes and one through lane in each direction on Fulton Road and would build an interchange at Highway 12 and Fulton Road.

ADDITIONAL PROJECT DETAILS:
The City implemented a phased delivery schedule for the Fulton Road Improvements as detailed below.

Phase I – Widen Fulton Road - Phase I will overlay existing pavement, add bike lanes, curb/gutter, drainage and sidewalk on both sides of Fulton Road for a distance of approximately 2 miles on Fulton Road between Wood Road and Guerneville Road in Santa Rosa.

Phase II – Highway 12/Fulton Road Interchange - Phase II will convert the existing signalized intersection of Fulton Road and Hwy 12 into a full interchange.

PROJECT STATUS/SCHEDULE:
Phase I is fully funded. Construction from Wood Road to Piner Road was completed in 2008 using Developer Fees. Work on the environmental document from Piner Road to Guerneville Road began in 2015. Construction funds are programmed for FY 2017-18.

Phase II Work has not begun on the interchange project.

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
The City of Santa Rosa had funds programmed and received an appropriation in the amount of $500,000 in FY15-16. The City requested and received reimbursement of $112,386 and carries forward a balance of $387,614 for future expenditures.
Measure M contributes 4 percent of its revenue to the Bicycle and Pedestrian Projects program. Net funding in the account began with a balance of $774,230. Revenue to the program totaled $885,241 consisting of $882,653 in sales tax and $2,588 in interest. Expenditures totaled $341,173, while adjustments totaled -$806,379, leaving an ending balance of $511,919 (See Table 1).

The following table summarizes FY 2015-16 Bike / Ped Project program appropriations and expenditures:

**TABLE 6 – BIKE/PED PROJECTS PROGRAM REPORTING**
**FISCAL YEAR 2015-16**

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Beginning Appropriation Balance</th>
<th>FY 15-16 Appropriation</th>
<th>FY 15-16 Expenditures</th>
<th>Ending Appropriation Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>Santa Rosa Creek Trail*</td>
<td>$55,833</td>
<td>-$55,833</td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>Sonoma/Schellville Trail</td>
<td>$42,421</td>
<td></td>
<td>$18,363</td>
<td>$24,059</td>
</tr>
<tr>
<td>Petaluma River Trail*</td>
<td>$26,672</td>
<td>-$26,672</td>
<td></td>
<td>$0</td>
</tr>
<tr>
<td>Hwy 1 in Bodega Bay (BBT)</td>
<td>$0</td>
<td>$100,000</td>
<td>$100,000</td>
<td>$0</td>
</tr>
<tr>
<td>NWPRR Trail**</td>
<td>$641,495</td>
<td></td>
<td>$55,719</td>
<td>$585,777</td>
</tr>
<tr>
<td>Access Across 101</td>
<td>$94,066</td>
<td></td>
<td>$92,047</td>
<td>$2,019</td>
</tr>
<tr>
<td>Safety and Education***</td>
<td>$49,843</td>
<td>$60,000</td>
<td>$75,095</td>
<td>$34,747</td>
</tr>
<tr>
<td>Totals</td>
<td>$910,331</td>
<td>$77,495</td>
<td>$341,224</td>
<td>$646,602</td>
</tr>
</tbody>
</table>

Note: Bicycle-Pedestrian program expenditures include $89.95 in shared audit expenditures.

*SCTA Board Deobligated remaining balance because projects had unused balance at completion

**SMART expenditures include $2887.5 and $5051.42 (Total $7393.92) in PY expenditures due to Under Accrual in FY 14/15.

***SRTS expenditures includes $120.72 in FY15/16 Prior Year Expenditures and $140.84 in FY 16/17 Prior Year expenditures.

The following exhibits describe the status of the six Bike/Ped projects receiving either an appropriation or a disbursement during FY2015-16:

*Petaluma River Trail approach ramp to new footbridge, completed in FY14-15*
PROJECT SCOPE:
A new Class I bike path would connect Highway 121 to an existing City of Sonoma Class I path through town.

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

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

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
Regional Parks carried forward a balance of $42,421 from a previous fiscal year’s appropriation. Parks requested and received reimbursement of $18,363 for right-of-way activities in FY 2015-16. Regional Parks carries forward an appropriation balance of $24,059 for future years’ expenditures.
**PROJECT SCOPE**

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

**ADDITIONAL PROJECT DETAILS**

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

**PROJECT STATUS / SCHEDULE**

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

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

**FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS**

SMART had a carry forward balance of $641,495 for FY 2015-16. SMART requested and received appropriations for environmental compliance and design in a previous fiscal year. SMART requested and received reimbursements in the amount of $55,719. SMART has a remaining appropriation balance of $585,777 to carry forward for future years expenditures.
PROJECT SCOPE:
Identify key east-west access points across Highway 101. This funding will be used for feasibility studies and be provided to four jurisdictions along the 101 corridor on a first come, first served basis, and will not exceed $250,000 per jurisdiction.

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

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

The City has entered into a cooperative agreement for a project initiation document with the California Department of Transportation (Caltrans) in order to develop a project within Caltrans’ right of way. The City’s consultant continued to prepare the project initiation document and geometric design drawings. Bridge height clearances and approaches were a focus of work and were revised based on Caltrans’ review and guidance.

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
The City carried forward a balance of $94,066 from the previous fiscal year. Santa Rosa received $92,047 in reimbursements for work completed and carries forward a balance of $2,019 for future expenditures.
PROJECT SCOPE:
Develop 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 proposes 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 though 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
Segment 6C was constructed in FY08. The project’s next phases were to construct Segments 1B & 1C, 3D-2, and 6B (identified on the map). Regional Parks coordinated with state and Federal agencies to complete environmental compliance documentation. Construction of segment 1C was completed in December of 2014. Construction of Segment 1C was completed in July 2018.

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
The SCTA appropriated $100,000 to the Department of Parks and Recreation for FY15-16 for construction. DPR requested and received reimbursement for $100,000 in FY15-16. This appropriation is exhausted.
PROJECT SCOPE:
Implement bicycle safety programs focused on educating the public and, in particular, school children.

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

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

PROJECT STATUS / SCHEDULE:
SCBC works in coordination with DHS to implement the Countywide Safe Routes to Schools program. The Countywide program does outreach to schools within Sonoma County in order to increase participation and encourage schools to start their own Safety and Education programs with a goal of increasing walking and bicycle ridership to and from schools and promote healthy and active lifestyles.

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

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
SCBC had $8,553 in carry over funding from the prior year’s appropriations for Safe Routes to School. A total of $19,000 was appropriated to fund the Safe Routes to Schools phase in FY15-16. The SCTA disbursed $17,396 to SCBC for SRTS. SCBC carries forward a balance of $10,157 for future years’ expenditures on SRTS.

SCBC had $3,804 in carry over funding from the prior year’s appropriations for Bike to Work. A total of $15,000 was appropriated to fund the BTW phase in FY15-16 and $104,817 was disbursed to the SBSC for BTW. SCBC carries forward a balance of $3,988 for future years’ expenditures on BTW.

The Sonoma County Department of Health Services had $37,486* in carry over funding from the prior year’s appropriations for their SRTS phase in FY 15-16. A total of $26,000 was appropriated to fund SRTS and $42,741 was disbursed to DHS. The County carries forward a balance of $20,744* for future years’ expenditures.
4 PASSENGER RAIL PROGRAM (5%)  

Measure M contributes 5 percent of its revenue to the Passenger Rail Program. Net funding in the account began with a balance of $791,500. Revenue to the program totaled $1,110,762 consisting of $1,103,317 in sales tax, $7,445 in interest (See Table 1). There were no expenditures while SMART continues to pay down an inter-program loan. Principal and interest payments from Rail to LSP reduced the inter-program loan balance to $1,850,000. The inter program loan is expected to be paid off by FY 2021.

Passenger Rail ending appropriation balance in FY 2014-15 was $0 and SMART had no new appropriations in FY 2015-16. Expenditures include $112 in shared audit expenditures, $478,750 in bond principal payments, $255,178 in bond interest, $450,000 in inter-program LSP Loan Principal, $17,510 inter-program LSP loan interest and $1,681.25 in bond reporting expenses.

TABLE 7 – PASSENGER RAIL PROJECT PROGRAM REPORTING  
FISCAL YEAR 2015-16

<table>
<thead>
<tr>
<th>Project Name</th>
<th>Beginning Appropriation Balance</th>
<th>FY 15-16 Appropriation</th>
<th>FY 15-16 Expenditures</th>
<th>Ending Appropriation Balance</th>
</tr>
</thead>
<tbody>
<tr>
<td>SMART</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
<td>$0</td>
</tr>
</tbody>
</table>

Sonoma Marin Area Rail Transit Diesel Multiple Unit (DMU) train crossing Haystack Bridge over the Petaluma River
Sonoma-Marin Area Rail Transit

- Proposed Alignment
- Roadways
- City Limits

Miles

0 2 4 6 8 10 12
RAIL PROJECT

SONOMA MARIN AREA RAIL TRANSIT (SMART)

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

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

PROJECT STATUS / SCHEDULE:
Measure M funding provides only a portion of the overall funding needed to initiate passenger rail service. Additional funding was secured by a ballot measure in 2009 providing a secure funding source for SMART allowing a delivery schedule to be developed. SMART uses Measure M funding to develop station sites, improve rail crossings on local roads, and final engineering. Measure M funds are only used for expenditures from the Marin/Sonoma County line north to Santa Rosa. SMART anticipates phasing service, with the first phase of passenger rail operations between Santa Rosa and San Rafael commencing in 2017.

FISCAL YEAR 2015-16 APPROPRIATIONS AND DISBURSEMENTS:
SMART had $0 in carry over from the prior year’s appropriations for the Rail program in construction. The SCTA disbursed $0 to SMART for construction activities this year. SMART has fully expended all appropriations.